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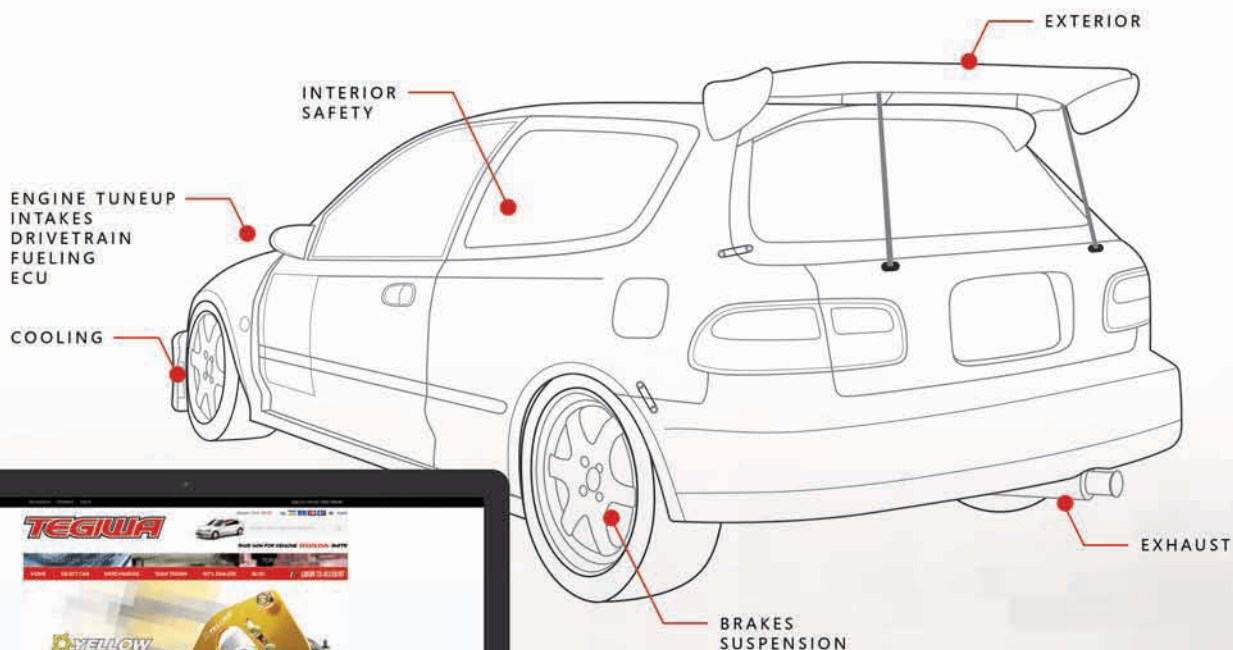
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Don't call it a comeback...



Who doesn't love a comeback? Whether it's your favourite football team scraping the win out of the jaws of defeat or watching Lewis Hamilton scream through the whole field after starting in the pits to steal the top step of the podium. Comebacks are exciting because of the element of the unknown. You become consigned to one way of thinking and then... boom! Everything gets turned on its head.

The comeback seems to be fashionable right now in the Japanese automotive industry, with manufacturers resurrecting old names that we previously thought were dead and buried and teasing us with the prospect of our old favourites not only coming back from the dead, but setting new performance benchmarks in the process. Toyota is dangling the carrot of a return of the Supra, albeit currently badged as the FT1 concept, while Honda is really on the comeback bandwagon with the new Civic Type R, NSX and possibly the S2000. Nissan's previous big name to make a comeback was the Skyline, although now only the GT-R moniker remained, however it has been one of the biggest success stories in recent times and continues to get more and more potent with every model year, perfectly filling the role as a flagship for the brand. So it was with great excitement that we saw the Pulsar name re-emerging from obscurity, even though the first musings were of a family hatchback rather than a rip-snorting homage to the four-wheel drive rally slag that we all know and love. But then Nismo stepped up to the plate and has thrown its hat in the ring with the Pulsar Nismo, a 245bhp hot hatch with the promise of a 275bhp RS version to come. Now that sounds more like a car befitting of the name to us! Read all about it on page 12. We can't wait to see it become a reality.

But manufacturers aren't the only ones who are riding high on the hype of comebacks, as the tuning scene seems to be experiencing a bit of a comeback itself. We're seeing more and more cars going for the aggressive wide-arch look that was the automotive fashion statement so loved in the late '90s and early 2000s. Maybe it's the fact that people are cottoning on to the handling benefits of a wider track, or that there is simply a greater amount of affordable wheels that come in the widths and offsets necessary for such builds to work. Either way, in this issue we've got four such cars and their presence is certainly imposing. Take our cover star Brandon Camp and his Subaru STi seen on page 20. It wears the first Varis wide arch kit in the UK and looks suitably epic in its new clothes. We've also got a 60-series Starlet from the States rocking the wide look as well as a Nissan GT-R from suspension gurus MeisterR which is wearing its swollen arches with pride under a retro F1 inspired paint job. Our final wideboy is the home-built race RX-7 of Steve Putt, who is definitely no dedicated follower of fashion but has instead allowed form to follow function as he strives to smash lap records and reach the top of the podium. We've also got an essential tech guide to aftermarket seats, a report on the JapShow Finale and much more! Enjoy!

DAN SHERWOOD



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ROAD

DRIVER: Vaughan Fletcher
BHP/TORQUE: 618bhp / 570lbs-ft
SPEC: Impreza WRX RA, 2.1 litre, 6 speed manual, Syvecs ECU, BC Racing coilovers, K Sport brakes

LAP TIMES: Donington National: 1min 12sec
Croft: 1min 28sec
Silverstone International: 1min 13sec
Cadwell Park: 1min 33sec
BARC Thunder Saloon Champion 2014

RACE



DRIVER: RAF Help The Heroes Team
BHP/TORQUE: 300bhp / 400lbs-ft (restricted)
SPEC: Impreza 22B, 2.0 litre, 6 speed manual, Front Mounted Turbo
2nd for 2 years running at MSA Pro event

RALLY

DRIVER: Dmitriy Sribnyj
BHP/TORQUE: 420bhp
1/4 MILE: 11.69sec @ 118mph
SPEC: Impreza STI Type R, 2.1 litre, 5 speed manual, PPG internals, PB coilovers

European Champion - Monster Energy Gymkhana Grid 2012 & 2013
UK Champion - Fueltopia Barrel Sprint 2014



DRIIFT

DRIVER: Mikee Singh
BHP/TORQUE: 690bhp / 530lbs-ft
1/4 MILE: 8.83secs @ 160mph
0-60MPH: 1.9secs
SPEC: Impreza WRX, 2.1 litre, 5 speed manual GT35 turbo, Syvecs ECU
[World's Fastest 4 cylinder engine, manual transmission Subaru! 20.09.14]



DRA/G

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REGULARS

12 NEWS

New Nissan Pulsar breaks cover; Infinity to enter the BTCC; Andy Forrest breaks another world record; Things to do this month; 5mins with... Maz and Rus from Hond-R; Knockhill hot hatch day; Nankang mega sale; RX-8 V8

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Foliatic plastic spray film; Toyota MR2 Roadster turbo kit; Calibre 7Twenty alloy wheels; Cobra Seats Falcon office chair; Mishimoto auto transmission cooler; Casio Edifice watches; Carbon Goodies R35 switch surrounds; Litchfield throttle bodies for Nissan GT-R; KW Variant 3 Evo coilovers

88 THE GARAGE

A new project enters the Garage in the form of a 2006 Mazda RX-8. The RX-8 is a bit of a leftfield choice, but with examples available from as low as £2k, it seemed rude not to jump in. We've got big plans for the Rex, so stay tuned! Elsewhere in the garage we take a look back over project WRX which we've had on the road for a year now, and have been loving every minute, including a few outings to show off its paintjob at Santa Pod!

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NISMO PULSAR BREAKS COVER!

CONCEPT CAR SHOWS HOW HOT PULSAR MIGHT LOOK

We brought you news of a new Nissan Pulsar a couple of months ago. At the time, we told you just two engines would be available at launch. One petrol and one diesel, both disappointingly underpowered from a tuning enthusiast's point of view. However, this Nismo concept was unveiled at the recent Paris motor show. If Nissan's track record is anything to go by, their Nismo concepts generally become reality and this one makes a lot of sense if you ask us.

The Nismo concept included a front-wheel drive 1.6-litre turbo engine producing 247bhp, a limited-slip differential, revised dampers and spring rates and modified steering – presumably to remove some of the electrical assistance to give more feedback to the driver on track.

From the outside, the Nismo concept is a night-and-day difference to the base models. The sweeping lines of the bodykit are accentuated on this demo model by the front splitter and side-skirts being bright red – something we wouldn't mind appearing on the production model, too. The arches are filled by 19in alloys, while at the rear there's a carbon-fibre roof spoiler, a diffuser moulded into the rear bumper and a twin centre-exit exhaust. We think it looks cracking, and sounds ripe for even more tuning.

Going after the Type-R

would be a bold move, but we hope that's the plan. Nismo is a pretty formidable brand in its own right, just ask any supercar owner who's been trounced by a GT-R on either road or track. So we'd love to see the two Japanese icons head-to-head.

Nissan don't currently have a true 'hot hatch' to rival the likes of the VW Golf GTi or indeed the forthcoming Honda Civic Type-R, as the Juke Nismo just isn't in the same league. You could argue that Renault, Nissan's 'strategic partner', is

particularly strong in this sector with their hot Megane and Clio models. In particular, the mechanical LSD-equipped Megane RS 275 Trophy, which set a new FWD Production Car record around the Nordschleife this year – with a stunning lap of just 7min 54.3sec!

However, the Megane is powered by a 2.0-litre turbo engine. While the engine under the bonnet of the Pulsar at Paris was a 250bhp 1.6, which would have aligned it directly with the 1.6-litre turbo engine that

Honda initially announced would be under the bonnet of their new Civic Type-R with 'at least 250bhp' – however, the red H now looks likely to have a 2.0-litre turbo engine related to Honda's WTCC engine. So what's going on?

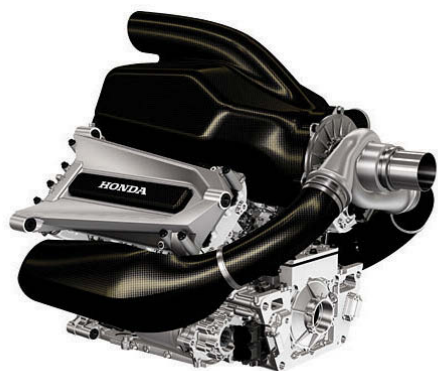
Could it be that Nissan is going to use its experience of running a 1.6-litre turbo DIG-T engine in their Le Mans 'Deltawing' racer to take the fight to the 2.0-litre guys? Or is the engine in the concept car a decoy, and it will actually come



HONDA TO RETURN TO FORMULA 1

McLaren boss Ron Dennis recently described the 2015 Honda F1 engine in an interview as 'jewellery'. More importantly, he said it's already making more horsepower at this point than expected. This is the first official image of the new powerplant. Yasuhisa Arai is the Senior Managing Officer of Honda R&D, and has said they are now in the bench-testing phase, where the turbo and energy recovery systems are connected for full-power tests. He also stated that the firm's racing operation base in Milton Keynes is now fully operational. Exciting times!

Point your QR code reader here for a video about the new powerplant:





with a 2.0-litre turbo to match its rivals? They may even go a completely different route and employ a 4WD system related to the GT-Rs? We'll have to wait and see, but rumours of an even more potent 275bhp Nismo RS are getting us even more excited.

It's all speculation at the moment, but 2015 is going to be an exciting year for fans of Japanese hot hatches. This looks far too polished to be a simple styling exercise, and Nissan wouldn't have brought

the Pulsar name back without a purpose. Even if the Nismo Pulsar launches with the 1.6-litre turbo engine and around 250bhp, it's going to be quick. Especially with a factory-fitted LSD. The best news of all though, is that while Mitsubishi have called time on the Evo to concentrate on selling hybrids, Nissan and Nismo, along with Honda, are still developing exciting, high-performance road cars. Let's hope they continue indulging us speed freaks for a long time to come!

HERE ARE THREE OF JP'S FAVOURITE NISSAN PULSAR FEATURE CARS

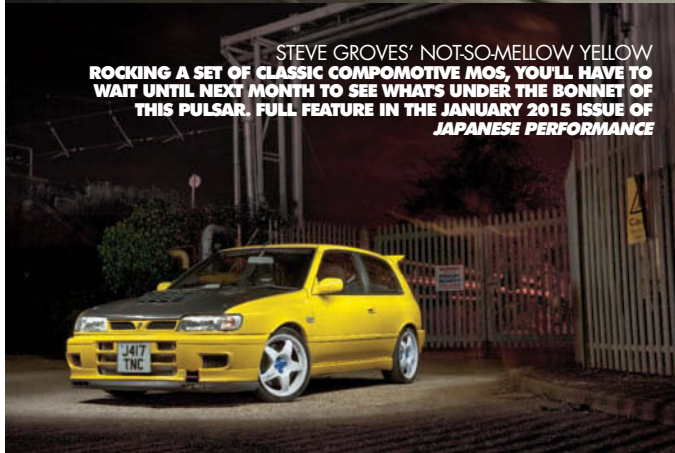
DANNY WALL'S RACER

ENKEI SPLIT-RIMS AND A STRIPPED-OUT, CAGED INTERIOR LEFT US IN NO DOUBT THAT THIS WAS ONE SERIOUS PULSAR THAT WAS NOT TO BE MESSED WITH



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STEVE GROVES' NOT-SO-MELLOW YELLOW
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 28TH - TRACKDAY, DONINGTON PARK NATIONAL CIRCUIT, WWW.JAVELINTRACKDAYS.CO.UK

EVENT PREVIEW

LOOKING FOR AN EVENT TO ATTEND THIS WINTER? CHECK THIS OUT!



WEDNESDAY 26TH NOVEMBER DRIFT WHAT YA BRUNG SANTA POD WWW.DWYB.CO.UK

Whether you're a seasoned drifting pro or a sideways sliding novice, get down to Santa Pod's Drift What Ya Brung day on 26th November to get in some winter practice. The good thing about practising drifting in the winter is that the Tarmac is generally cold and wet which makes breaking traction easier and puts less stress on your car and its tyres. The gates open at 8.30am and close at 4.30pm and you have the choice of beginner 'play pens', and an intermediate and advanced track to try. Vouchers for drift participation and entry must be bought in advance and cost £70, but are selling out fast!

EVENT PREVIEW

LOOKING FOR AN EVENT TO ATTEND THIS WINTER? CHECK THIS OUT!



PHOTO BY
FLATOUT PHOTOGRAPHY

SUNDAY 7TH DECEMBER HOT HATCH XMAS CRACKER KNOCKHILL WWW.KNOCKHILL.COM

It's the last trackday of the year at Knockhill, so enjoy it while you can. Weather north of the border is likely to be questionable in mid-December, so you'll probably be sliding about all over the place on track... and having an even better time for it. One for the hardy trackday enthusiast and your last chance to hit the track at Scotland's best circuit in 2014.

INFINITI BTCC RACER

NEXT YEAR THE BTCC WILL HAVE A NEW TEAM: 'INFINITI SUPPORT OUR PARAS RACING'. AS THE NAME SUGGESTS, THE AIM IS TO SUPPORT AWARENESS AND FUNDS FOR BRITISH PARATROOPERS, AND AS SUCH THE TEAM IS A NON-PROFIT ORGANISATION. THEY'LL BE RUNNING A PAIR OF THESE STUNNING MANUFACTURER-BACKED NGTC INFINITI Q50S. THEIR DRIVERS WILL BE RICHARD HAWKEN AND DEREK PALMER JNR. ALL PROFITS GENERATED BY THE INFINITI SUPPORT OUR PARAS RACING TEAM WILL BE DONATED TO THE 'SUPPORT OUR PARAS' CHARITY. WE THINK THE CAR LOOKS COOL, TOO!



FEATURE CAR FOR SALE!

We were blown away by the performance of Craig Alsop's Rotrex supercharged Honda Civic Type-R. However, he is a serial car tuner and since the photoshoot has decided he needs to start a new project. This means his 400bhp TTS Performance-tuned FD2 Type-R is ready to put a smile on the face of a new owner. You can read the feature on the car on page 50. If it tickles your pickle, send Craig an email to craigfir@aol.com



NEW DRIVE ADDICTION WEBSITE

Billed as 'the social network for car enthusiasts', Drive Addiction is a site that helps you find local meets, events and clubs in your area. You can post your own images and links, keeping everyone informed of what you're up to while checking out what's current in the scene. www.driveaddiction.com

MAZDA6 DIESEL BREAKS 20 WORLD RECORDS!

On October 22nd three Mazda6 Skyactiv-D 2.2-litre diesels completed a 24-hour FIA record-breaking marathon on the ATP test oval in Papenburg, Germany. 23 drivers from seven EU countries shared 1.5 hour stints behind the wheel, as the Mazda6 set several new records including highest average speed over 24-hours for a 2.0-litre to 2.5-litre diesel car (137.37mph).



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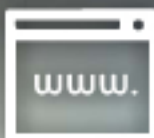
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ANDY FORREST BREAKS IMPREZA WORLD RECORD... AGAIN... IN THE DARK!

Subaru tuning legend Andy Forrest is now in the magnificent 7s! He achieved the incredible feat right at the end of Santa Pod's 'Flame & Thunder' on October 25th. Going up against 4-cylinder Impreza record-holder Mikee Singh on Santa Pod's then floodlit strip, Andy managed to hook up off the line and powered up the track to record a new World Record for 4WD Imprezas of 7.74 secs at 179.2mph! A stunning time for a drag car, let alone a car that goes around tracks too. Andy's car was running around 1,200bhp and only 20% of his available nitrous due to having cold front tyres. However, when he crossed the line and away from the glare of the spotlights, it was so dark he had trouble finding the exit! Watch the record-breaking run by downloading a QR code reader to your mobile phone and pointing it here:



5 MINUTES WITH... HOND-R

Q. HELLO! WHO ARE YOU AND WHAT DO YOU DO?
A. HI, I'M MARIOS 'MAZ' CHRISTOFI AND MY BUSINESS PARTNER IS RUSSELL TAYLOR, WE'RE THE OWNERS OF HOND-R LIMITED

Q. WHAT IS HOND-R?
A. WE ARE HONDA TUNING SPECIALISTS BASED IN OXFORDSHIRE. WE SUPPLY PARTS, HAVE A WEBSITE, A SHOP AND A BUSY WORKSHOP WHERE WE CARRY OUT ALL SORTS OF MODIFICATIONS

Q. WHAT KIND OF MODIFICATIONS?
A. WE'RE PROBABLY BEST KNOWN FOR OUR ENGINE SWAPS. WE STOCK THE FULL RANGE OF HYBRID RACING PRODUCTS, WHICH HELPS US PUT K-SERIES ENGINES INTO ALL SORTS OF HONDAS. RECENTLY WE HAVE BEEN WIRING AND COMPLETING HONDA ENGINES INTO NON-HONDA CARS. FOR EXAMPLE, WE HAVE WIRED AN S2000 ENGINE INTO AN OLD FORD ESCORT RALLY CAR

Q. SOUNDS INTERESTING! DO YOU HAVE PROJECTS OF YOUR OWN?
A. OF COURSE. I HAVE A LONG-TERM CL1 ACCORD EURO-R PROJECT, AND HAVE JUST STARTED ON A RARE BB6 PRELUDE TYPE-S THAT'S LINED UP FOR A WORLD'S FIRST CONVERSION THAT WE WILL UNVEIL NEXT YEAR. RUSS HAS SOMETHING EVEN RARER, A MUGEN STREAM. THE PLAN IS TO TURN IT INTO A K24 6-SPEED TURBO WITH 500BHP!

Q. HOW LONG HAS HOND-R BEEN AROUND?
A. I STARTED THE COMPANY AROUND 13 YEARS AGO AFTER LEAVING UNIVERSITY. MY FATHER WAS IMPORTING CARS FROM JAPAN AND I WAS ALREADY TWEAKING CARS AS A HOBBY. THAT QUICKLY GREW INTO AN OBSESSION AND THE BUSINESS GREW FROM THERE AS PEOPLE ASKED ME TO WORK ON THEIR CARS. SHORTLY AFTER, WE BUILT WHAT WE BELIEVE WAS THE FIRST K-SWAP IN EUROPE INTO A 1999 CIVIC COUPE EM1. RUSS WAS INITIALLY A VERY CLOSE FRIEND AND FELLOW PETROL-HEAD WHO HAD LOTS OF MOTORSPORT EXPERIENCE. A FEW YEARS BACK, I JOKINGLY SUGGESTED THAT RUSS WAS DOWN AT THE WORKSHOP SO OFTEN HELPING ME OUT THAT HE SHOULD BUY INTO THE COMPANY AND WE COULD RUN IT TOGETHER. ONE MONTH LATER, THAT'S EXACTLY WHAT HAPPENED!

Q. WOULD YOU SAY YOU SPECIALISE IN ANY PARTICULAR AREA OF HONDA TUNING?

A. BESIDES THE ENGINE SWAPS, WE DO A LOT OF ROTREX SUPERCHARGER CONVERSIONS. THEY'RE NOT LISTED ON OUR WEBSITE BUT WE OFFER THE FULL RANGE, HAVING SPONSORED ROMAIN LEVESQUE'S TIME ATTACK HONDA CRX. IN FACT, ROMAIN DOES ALL OF OUR ECU MAPPING - WE WOULDN'T TRUST ANYONE ELSE. WE'RE ALSO KNOWN FOR OUR ENGINE BAY WIRE TUCKS, PIPE TUCKS, SHAVES AND SMOOTHIES. WE'VE BEEN ASKED ON SEVERAL OCCASIONS HOW AN ENGINE WE'VE TUCKED IS ACTUALLY RUNNING, BECAUSE ALL THEY CAN SEE IS LITERALLY THE ENGINE BLOCK!

Q. HOW DO YOU SEE THE HONDA TUNING SCENE AT THE MOMENT?

A. IT'S FOCUSED ON MIXING GOOD LOOKS WITH PERFORMANCE. WE'VE SEEN THE TRANSITION FROM THE POPULARITY OF BODYKITS AND CARBON-FIBRE, TO MORE TRACK-FOCUSED BUILDS. RECENTLY, PEOPLE ARE WANTING TO CREATE A FAST CAR, BUT ONE THAT IS ALSO WELL-PRESENTED. IT'S WHY OUR ENGINE BAY TIDY HAS BECOME SO POPULAR. AT THE END OF THE DAY, IT WILL ALWAYS BE ABOUT MAKING YOUR HONDA GO FASTER

Q. ANY PLANS FOR NEXT YEAR?

A. PLENTY, BUT WE CAN'T TELL YOU ABOUT THEM ALL. WE DEFINITELY HAVE TO MAKE THE TIME TO FINISH OUR OWN PROJECT CARS, AND WE HAVE A VERY SPECIAL TIME ATTACK BUILD ALREADY ON THE GO FOR 2015. OTHER THAN THAT, WE WILL CONTINUE TO STRIVE FOR PERFECTION ON OUR CUSTOMERS' CARS AND EXCEEDING THEIR EXPECTATIONS - LIKE BEN BARNES' K20 EG CIVIC THAT WON CAR OF THE SHOW AT THE RECENT BLUEWATER MIMMS MEET, AND SCOTT WHITING, WHOSE MK2 CRX WON BEST ENGINE BAY AT THE SAME EVENT

Q. FINALLY, WHERE CAN PEOPLE CONTACT YOU?

A. THEY CAN VISIT OUR WEBSITE AT WWW.HOND-R.COM, WWW.HONDAPERFORMANCEPARTS.CO.UK OR WWW.HOND-R.CO.UK OR CALL US ON (01235) 530055. WE'D PARTICULARLY LIKE TO HEAR FROM ANYONE WANTING TO DO SOMETHING FRESH NEXT YEAR AND REALLY PUSH THE BOUNDARIES. WE LOVE PUTTING HONDA ENGINES INTO EVERYTHING, SO THE MORE UNUSUAL AND INTERESTING, THE BETTER

THANKS FOR YOUR TIME MAZ, IT'S APPRECIATED!

RALLY AND ROAD GT86S

MOTORSPORT VISION HAS BOUGHT 10 OF THESE TWEAKED GT86 RALLY CARS FOR USE IN THEIR RALLYMASTER DRIVING EXPERIENCE DAYS AT BRANDS HATCH AND OULTON PARK. MEANWHILE, THE ROAD CAR VERSIONS HAVE A REVISED RANGE FOR THE NEWLY-ANNOUNCED 2015 MODEL YEAR. THE ENTRY LEVEL 'PRIMO GT86' HAS BEEN REDUCED BY MORE THAN £2,000 TO JUST £22,495 FOR A LIMITED PERIOD (£22,995 AFTER). TWO NEW VERSIONS ALSO JOIN THE LINE-UP THE 'GT86 AERO' FEATURES A FULL BODYKIT, LARGE REAR SPOILER AND 18IN OZ ULTRALEGGERA ALLOY WHEELS (FROM £27,495). WHILE THE 'GT86 GIALLO' FEATURES HEATED LEATHER SEATS AND IS ONLY AVAILABLE IN AN EXCLUSIVE SHADE OF YELLOW METALLIC PAINT, WITH AN OPTIONAL BLACK ROOF STRIPE AT NO EXTRA COST (FROM £27,495). VISIT WWW.TOYOTA.CO.UK/NEW-CARS/GT86 FOR MORE DETAILS.



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Winter can be a depressing time so cheer yourself up by saving a load of money on a set of new road-legal trackday tyres ready for the year ahead. The tyre on offer is the Nankang NS-2R, a semi-slick performance tyre that's had excellent feedback after being the control tyre for several racing series this year, including the Max5 Racing MX-5 Championship. If you're a driver who believes grip is king over everything else, these are well worth buying. The amount of discount depends on tyre size, but to give you an idea a 195/50/15 'street' tyre is down to £57.50, while a 265/35/18 'street' is just £120. Bargain!

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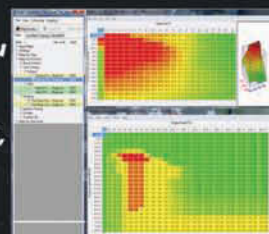
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AMERICAN IDOL

FROM THE SEMA SHOW IN LAS VEGAS TO JAPFEST IN BRITAIN TO 100% TUNING IN ROTTERDAM, THIS WIDE ARCHED SUBARU STI HAS TRAVELLED THE WORLD AND HAS WON MORE THAN ITS FAIR SHARE OF FANS AND SILVERWARE ALONG THE WAY

WORDS: DAN GOODYER PICS: DAN SHERWOOD

When you think of the term 'show car', what springs to mind? Years ago the answer would have been simple – shiny paint, bling wheels and little to no regard to driveability. Show cars were to be looked at, not driven. But then people started to turn their backs on the show scene. Tuning became more popular. Numbers at trackdays rose sharply and car modifiers started caring less about just looking at their cars and more about driving them again. Now we've started to come full circle and merge the two, and Brandon Camp's immaculate 400bhp Subaru STI is the perfect example of this new breed of show and go ride.

At the recent 100% Tuning show in Rotterdam, Brandon's

STI made it into the prestigious Top 20. If that doesn't sound particularly impressive, you need to understand how big the show is. Brandon explains: 'Entry into the show is by invitation only. It's as close as you get to a SEMA for Europe. It's an indoor show, featuring hundreds of cars and has over 50,000 visitors in two days. The Top 20 in show are awarded on the second day, so it was a huge honour to be selected.'

Brandon first saw his STI at SEMA in 2010, but it's come a long way since then. At the time, it was the demo car for Cusco, the Japanese company dedicated to chassis and suspension upgrades. The car was white with huge Cusco graphics down the sides. More importantly, it was equipped







FIRST IN EUROPE
BRANDON BELIEVES THIS IS ONLY
THE THIRD CAR WORLDWIDE TO
WEAR THE VARIS WIDEBODY
CONVERSION, AND THE VERY FIRST
STI IN EUROPE. THE FIRST WAS
BUILT IN THE STATES, THE SECOND
IN CANADA JUST DAYS BEFORE HIS
WAS FINISHED



with all the new Cusco parts to make the STI handle even better. From a set of their Zero-2E coilovers to a full set of under-body braces, this car was ready for the track.

Brandon had just put an order in for a similar STI sedan. To cut a long story short, he looked at the Cusco-equipped demo car and reasoned it was the perfect base for the show car he wanted to build. After the show, Brandon made an offer to buy it but didn't think it would be accepted. It was. He cancelled the other order and got to work.

'Many of the Cusco parts were prototypes and not

available to the public, and it had a set of super rare Prodrive wheels that you can only buy in Japan, so that made it an even better buy in my opinion,' adds Brandon. He and his wife Carly collected the car on Black Friday, a holiday in the US after Thanksgiving where everything is on sale. That seemed fitting, considering the bargain they had just secured.

Eventually the car would be transported to the UK, where Brandon and Carly currently live and work. Brandon is a serving member of the US Air Force and will be here for several more years. However, he started making changes to the

car before it even got here. The engine was one of the first areas to be sorted.

Brandon explains: 'I would describe the engine as a 'Stage 2' tune, which in the US means induction, turbo-back exhaust system and an ECU reflash. I've mated a Crawford Performance downpipe to an ARK Performance exhaust system. The exhaust is unusual because it features two resonators instead of silencers. So it's slightly louder than a conventional aftermarket exhaust and it's more free-flowing too. I added an AEM induction kit to feed cold air into the turbo and then drove it to

INTERIOR
'WE DON'T HAVE RECARO SEATS IN THE US,' SAYS BRANDON. SO HIS PAIR OF JDM STI RECARO RECLINERS ARE A RARE SIGHT IN AN AMERICAN CAR. THEY'VE BEEN COMPLEMENTED BY SOME NEAT TRIM BITS BY JPM COACHWORKS USA, COMPLETE WITH RED STITCHING TO TIE THE COLOUR-SCHEME TOGETHER. WHILE A CONSIDERABLE L.C.E INSTALL HIGHLIGHTS THIS IS DEFINITELY MORE OF A SHOW CAR, AND NOT JUST A TIDY-LOOKING RACE CAR

'FEATURING A SET OF CUSCO COILOVERS THE STI WAS READY FOR THE TRACK'





BRAKES
BEING AN AMERICAN, MODIFYING HIS JAPANESE CAR OVER HERE IN THE UK, IT WAS THE OBVIOUS CHOICE FOR BRANDON TO PURCHASE HIS BRAKES FROM... AUSTRALIA. HE SAYS THE REPUTATION OF DBA (DISC BRAKES AUSTRALIA) WAS TOO GOOD TO IGNORE. HE'S MATCHED THEM TO A SET OF HAWK HPS PADS, WHICH FEATURE A FERRO-CARBON FORMULA THAT OFFER UP TO 40% MORE STOPPING POWER THAN OE PADS. SO WHILE IT'S A RELATIVELY SIMPLE BRAKE UPGRADE USING THE OE STI CALIPERS, THE RESULT IS A HUGE IMPROVEMENT IN STOPPING POWER AND RESISTANCE TO BRAKE FADE

Dyno Comp in Phoenix, Arizona for an ECU tune using the Cobb Tuning AccessPort.'

Turbo cars like high-octane fuel. It helps prevent detonation or pre-ignition, making engines more reliable as well as making more power. However, high-octane petrol is more expensive than regular 'gas' as Brandon calls it. So he has two maps to choose from. A low-octane map for cost-saving normal fuel, and a high-octane map for when he wants to enjoy himself. On the high-octane map the 2.5-litre turbo boxer engine produces 400bhp at the flywheel and 500lb ft torque. That's over

330bhp at the wheels. More than enough to get this six-speed Impreza up and moving.

What really sets this car apart however, is the widebody conversion. This is the first Varis widebody conversion in Europe. Brandon also believes it was only the third car worldwide to be fitted with this new kit. He explains: 'I imported the car into the UK in 2011, which took six weeks by boat. I continued to modify it over the coming years but it wasn't until this year when it really became the car I wanted it to be.'

He continues: 'I've always been a huge fan of widebody

conversions. Whenever I went to shows in the US the widebody cars were always my favourites. I think there is a difference between the UK and US tuning scenes, in that over here you often find people increase the power, add a set of nice wheels and leave it at that. Over in the States, we tend to constantly modify our cars. We're always looking for more power or the next big thing, making sure we get that on our car before anyone else. So the cars tend to have more work done on them overall.'

When Brandon imported his car, Varis were only just starting

'THE 2.5-LITRE BOXER TURBO MAKES 400BHP AND 500LB FT OF TORQUE'



to sell small bits for the STI sedan – a front splitter, a subtle rear lip spoiler, etc. However, just as Brandon was looking to do something a bit crazy, Indigo GT in Gwent, who are the official European distributors of Varis, brought a new widebody conversion to his attention: 'I couldn't believe it! I've worked with Ryan at Indigo GT on previous cars, so I knew he was serious. We managed to work out a deal to be the first person outside of Japan to be sponsored by Varis!'

You'll notice that Brandon used the word 'sponsored'. Often misunderstood for meaning 'getting stuff for free, for nothing in return' – it's actually an important part of how Brandon has been able to put this car together. He adds:

'I'm extremely grateful to my sponsors. Without them, I wouldn't be able to build cars like this. Ultimately, sponsorship is about becoming a team. I didn't get the kit for free, but I did get it at reduced cost. In return, I'm doing my best to spread awareness of Varis, and in particular the availability of this kit. It's a two-way street and people often forget that when they're trying to get deals on performance parts.'

Part of Brandon's pay-back is exposing the car at shows and securing this feature. It's become a kind of part-time job for Brandon in a way, but one that allows him to create his dream cars along the way. He admits: 'It's not all easy though. Before I'd paid for the Varis kit I spent weeks trying to find the

right bodyshop. Some of the ones I spoke to didn't convince me that they could do the kit justice, while others were talking crazy money... one wanted over £9,000 to fit a bodykit and spray the car?!'

Eventually he found TGM Sport in Fleet. They've done a fantastic job of fitting the multi-piece widebody kit and spraying the entire car in a flawless pearlescent white. The kit itself looks spectacular, with vents and bulges everywhere. Behind the front wheels, those curved carbon fibre strakes are particularly satisfying. However, the wider rear arches needed filling, and you'll notice the Prodrive wheels Brandon mentioned earlier have also been replaced.

'I've always wanted a set of

SUPERLIGHT BONNET
BRANDON DESCRIBES HIS BONNET AS 'SUPERLIGHT'. THIS IS BECAUSE CARBON BONNETS OFTEN HAVE A FIBREGLASS OR EVEN METAL FRAMEWORK UNDERNEATH. SO WHILE THEY LOOK LIGHT, THEY'RE OFTEN ONLY marginally less weighty than the original. THE ZERO LIMITS BONNET ON HIS CAR, HOWEVER, FEATURES A WET CARBON TOP SKIN AND AN EXOTIC DRY CARBON FRAME UNDERNEATH. SO IT'S STRONG AND ALSO EXTREMELY LIGHT





'VOLK RACING'S TE37S ARE ICONIC RIMS AND I'D ALWAYS WANTED A SET'



TE37s,' admits Brandon. 'They're an iconic wheel for me. I remember playing Gran Turismo and putting them on whatever car I was playing with. You see them on both racing and road cars because they're lightweight, strong and look great. I ordered them through Ravspec Raceworks in New York. I went for the latest 'RT' version that were launched last year, in a fat 10x18in all round. The RT stands for 'Rigid Tune', reflecting their high load rating as they're designed primarily for use on track.'


The Volks are finished in Burning Red, which complements the colour-scheme Brandon chose for the car. If you look closely, you'll see a narrow diamond-cut lip around the outer rim too. They're wrapped in Yokohama Advan AD08 tyres, which have really impressed Brandon by delivering loads of grip in the dry while being relatively quiet.

The wheels were the first stage in a colour-scheme that has been enhanced with a striking red Varis graphic running down both flanks of the car.

Look past the Varis logo, however, and you might recognise the black outline of a Japanese Manga comic. More specifically, they're pages recreated from the popular Initial-D Manga. This is the story of a young tofu delivery driver who goes on to become a well-known Touge racer on the hillsides of Japan. Brandon picked out the pages himself and Black Cat Race Graphics created a vinyl pattern to run along the lower half of the car. The same monotone Manga graphics have also found their way onto the roof of the car, covering it entirely in a vinyl wrap. Somehow it really suits the car, and is one of the many reasons this Subaru STI gets so much attention.

The stance needed tweaking

slightly however. Luckily the Cosco coilovers are fully adjustable, and the Volk Racing wheels were given hub-centric spacers on the rear to fill the bloated arches properly. Throughout the build, Brandon has paid close attention to the smaller details. That goes for the interior too, with its red stitching and neat I.C.E install.

All the hard work is paying off now. In addition to making the Top 20 at 100% Tuning, the STI picked up the 'Modified Genius' award at this year's Ten Of The Best, and 'Best Japanese Car' at Modified Nationals too. So the STI from the States with the 2.5-litre engine and a big 'trunk' on the back, is being well-received over here. It appears that tuning with performance in mind, even on a dedicated show car, gets people nodding in appreciation. Wherever you're from in the world it seems speed and style are universal languages. 

WIDE RUBBER
'WITHOUT A DOUBT THE BIGGEST IMPROVEMENT TO THE DRIVING EXPERIENCE HAS COME FROM PUTTING THE 285 YOKOHAMA AD08 TYRES ON ALL ROUND,' EXPLAINS BRANDON. 'HAVING 285-SECTION RUBBER ON ALL FOUR WHEELS MEANS THERE'S 40MM MORE TREAD ON EACH CORNER, AND YOU CAN REALLY FEEL IT THROUGH THE STEERING WHEEL. IT ALREADY HANDLED REALLY WELL THANKS TO THE COSCO BITS, AND ITS LIKE THE NEW RUBBER MAKES THE MOST OF THOSE PARTS. IT WAS ALREADY NIMBLE BUT NOW ITS STABLE, TOO. IT FEELS GLUED TO THE ROAD.'

ENGINE

2.5-litre, 4-cyl, 16v, flat-four EJ25 boxer turbo engine, Cobb Tuning AccessPort, AEM cold air intake, GFB Response blow-off valve, Crawford Performance downpipe, ARK Performance GRIP exhaust system, Mishimoto aluminium radiator, GT Spec radiator splitter, Cosco radiator cap, Cosco oil catch can, SFS Performance silicone hose kit, Pro-R oil cap, Motul 5w30 300v engine oil, Zero-Limits carbon-fibre pulley cover, Braille STI AMG carbon battery kit, burned titanium dress-up bolt kit

TRANSMISSION

Factory 6-speed manual

BRAKES

Factory STI calipers with DBA 4000 brake discs and Hawk HPS brake pads all round

SUSPENSION

Cosco Zero-2E coilover kit, Cosco E-Con coilover controller, Cosco 22mm front anti-roll bar, Cosco 22mm rear anti-roll bar, Cosco front strut brace, Cosco rear strut brace, Cosco front 4-point lower suspension brace, Cosco front power brace, Cosco rear subframe brace, Cosco lower ladder brace, Cosco rear lateral link kit

WHEELS & TYRES

10.5x18in Volk Racing TE-37RT alloy wheels in Burning Red, wrapped in 285/30/18 Yokohama Advan Neova AD08, Perrin 15mm hub-centric spacers on the rear

INTERIOR

GT-SPEC steering wheel by JPM Coachworks, JDM Recaro STI seats by Transcal UK, KartBoy short-shifter, Prova Black SI drive gearknob, SPT boost gauge, JPM Coachworks gear gaiter, JPM Coachworks handbrake gaiter, JPM Coachworks cluster trim, JPM Coachworks sun visors, Zero-Limits carbon-fibre gear lever surround, I.C.E install consisting: Alpine INA-W900BT headunit, Kicker KX 600.1 mono amplifier, JL Audio 10W6v2 subwoofer, 10in Audio Integrations Perfect Fit subwoofer enclosure

EXTERIOR

Varis Japan widebody kit, Zero-Limits full carbon-fibre bonnet, Lightwerkz CCFL 105mm Angel Eye headlights, Grimmspeed licence plate relocation kit, SPT carbon-fibre pillar trim kit, Varis Japan carbon-fibre GT-Wing, Varis Japan carbon-fibre rear diffuser, SPT carbon-fibre boot lid, custom Varis/Initial D graphics, STI rear fog light

THANKS

Indigo-GT, Varis Japan, TGM Sport, Ravspec Raceworks, Black Cat Race Graphics, Zero-Limits Carbon-Fibre, Yokohama UK, Mishimoto, Braille Battery, SFS Performance, Meguiar's, DBA Rotors, Motul, ARK Performance, JPM Coachworks USA, and all my family and friends that have supported my addition!

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JAPSHOW FINALE

CAPPING OFF A SHOW SEASON TO REMEMBER WAS SANTA POD'S JAPSHOW FINALE, AND WHAT A DAY IT WAS... IF YOU MISSED IT, YOU MISSED OUT!

WORDS: DAN SHERWOOD PICS: DAN SHERWOOD & SANTA POD

Santa Pod's hallowed quarter mile strip has seen its fair share of record breaking action this year, especially where tuned Japanese cars were concerned. Not only did Simon Norris snatch the title of the world's fastest Evo, a feat which he managed at a test and tune day with an incredible run of 8.22

seconds with a terminal speed of 169mph, but Mikee Singh got in on the action on the same day too, netting the title of world's fastest four-cylinder manual Impreza with an equally impressive run of 8.83 at 160mph. So it was with

excitement that we, along with the hordes of bhp hungry Japanese car fans, packed the Pod's premises to see more of the same at this year's JapShow Finale.

As the last big show of the season, Santa Pod's JapShow is the

OOPS! HE DID IT AGAIN! ANDY FORREST CAN'T SEEM TO STOP BREAKING RECORDS AND THE JAPSHOW FINALE WAS NO EXCEPTION. HE STORMED TO A 7.87SEC RUN AT 178MPH IN HIS H6-ENGINE SUBARU IMPREZA GCS





last chance for owners to show off their pride and joy and to prove its performance on the strip. For this reason it's usually one of the better attended shows of the year with plenty of fresh metal to keep even the most hardened showgoer entertained all day. If it stays dry that is... Luckily the show gods were smiling on

the Pod as, after a misty morning, the sun came out and the event kicked off bathed in bright sunlight. This dry and warm weather is the perfect complement to the sticky strip and ensured a day of fast times ahead.

This fact was obviously one that was not lost on those with a taste for action, as the

queue for the strip was packed all day with punters wanting to test their wares and beat their mates. But it wasn't just the Run What Ya Brungers that were flying

down the strip, as there was also the competitors of the Jap Drag Series and the FWD Drag Series – both competitions where the Finale would produce

the outright winners – so there was everything to play for and the entrants would be going for broke and throwing everything at this last round for the chance

JAPSHOW FINALE IS THE LAST CHANCE TO SHOW OFF YOUR RIDE'





THE COOL AIR AND DRY STRIP MEANT PERFECT CONDITIONS FOR DRAG RACING AND THE RUN WHAT YA BRUNG SLOTS FILLED UP FAST WITH EVERYTHING FROM CIVICS TO RAPID NISSAN 300ZX

of glory.

The FWD series, sponsored by clutch specialists Competition Clutch, saw its biggest field of the year at JapShow Finale, with nine cars fighting it out for eight qualifying places. As the number two contender going into

the sixth and final round of the series Richard Batty in his NR Autosport prepared Mitsubishi FTO had it all to win, or lose, as close rival Sam Bolton in his Vauxhall Tigra had clawed back an early points deficit to be leading the competition

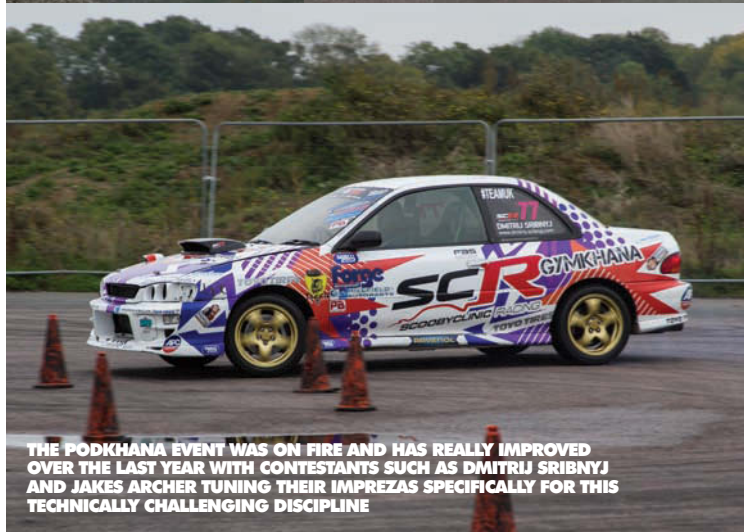
into the final round. Unfortunately for Richard, his FTO was still not running anywhere near full performance as it was at the start of the season and he failed to qualify, effectively gifting the championship to Sam who put in far from his

best performance, but still walked away with the top spot.

In the Jap Drag Series it was a similarly close battle of the Skylines between Jeff Ludgate in his R33 GT-R and David Greenhalgh in his R34 GT-R. David was 10 points adrift going into the round but a stunning performance saw him win the event and the championship outright with a win in the final against Diana Osborne. Better luck next time, Jeff!

But even when the championship cars were taking a break, it was still all action out on the strip with plenty of searing runs to keep the adrenaline pumping. In fact a well known Impreza hit the strip and got everyone going into overdrive. It was the classic Impreza of Andy Forrest that saw excitement levels raise, as the flying Scotsman banged out an 7.87sec run at 178mph, breaking the Impreza world record! Is there nothing

'THE FLYING SCOTSMAN BANGED OUT A 7.87SEC RUN AT 178MPH!'



THE PODKHANA EVENT WAS ON FIRE AND HAS REALLY IMPROVED OVER THE LAST YEAR WITH CONTESTANTS SUCH AS DMITRIJ SRIBNYJ AND JAKES ARCHER TUNING THEIR IMPREZAS SPECIFICALLY FOR THIS TECHNICALLY CHALLENGING DISCIPLINE





this car can't do?

However, the strip was only part of the action on display at the Pod, as there was also the usual stunt and drift shows in the Action Arena along with Podzilla and monster truck and drift rides for thrill seekers. But for those keen to take part rather than simply spectate, the Podkhana event was bang on the money.

With the growing popularity of gymkhana style events such as Ken

Block's Gymkhana Grid series, the Podkhana has seriously stepped up its game with the contenders, cars and skills to match. With the track layout designed by Gymkhana star Jake Archer, the track was a tricky one that produced some excellent technical driving and balls out manoeuvres to take the win. In the end it was Jake's friendly rival in the Gymkhana Grid series, Dmitriy Sribnyj, who took the win in his specifically prepared

Subaru Impreza.

Away from the tyre smoke and noise, it was the perfect paintwork that did the talking in the car club displays and the Autoglym Show 'n' Shine paddock. A great turnout of clubs packed the outer paddock areas and kept showgoers on their toes as they wandered around the displays taking inspiration for next year's builds. When it came to judging the best in the show it was a tough call, but in the end there

THERE WERE SOME SERIOUSLY QUICK CARS IN THE RUN WHAT YA BRUNG CATEGORY AT THIS YEAR'S JAPSHOW FINALE, INCLUDING THE FULL CARBON 2000BHP+ STREET ELIMINATOR NISSAN GT-R OWNED BY MARTIN SMITH AND THE HAYWARD ROTARY RX-7 - BOTH EX JP FEATURE CARS!

could only be one winner – the previous JP cover car Supra of Ibrar Jabbar. Wide arched and immaculate with an 800bhp+ engine this is one car that's tough to beat on any level.

As the day wore on the temperature plummeted, but then again we are coming up to winter, so it's only to be expected. But even as the cold started to

bite, it was clear that everyone had enjoyed the day and even got to see yet another record smashed in the process! Norris McWhirter and Roy Castle would be proud! So with the event calendar all but closed, all that's left is to say is: 'thanks to all in 2014, you've done us proud', now let's look forward to next year, as who knows what 2015 will bring! **JP**



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HONDA Civic Type R FN2

ABP have developed a full range of tuning parts for the FN2 Civic Type R using our own development car. Testing on the Nurburgring we offer exclusive suspension, brake and performance parts that guarantee to bring your Type R alive! Who said the EP3 was better.



EXHAUSTS

MILLTEK SPORT ABP exclusive cat-back stainless steel exhaust system.....	£399.00
These exclusive to ABP Milltek systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains.	
MILLTEK SPORT 3" round tailpipe trims.....(pair)	£125.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe.....	£630.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat.....	£770.00
O2 simulator (removes ECU light with race manifold fitted).....	£70.50
PIPER Stainless steel cat-back exhaust system.....	£520.00
HKS Sport Muffler cat-back exhaust system (3" tailpipes & HKS trims).....	£862.00

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty).....	£41.00
K&N Apollo closed box air filter induction kit.....	£158.00
AEM Short Ram air induction kit (polished or red alloy intake pipe).....	£169.00
POWERTEC Stainless steel air filter kit (including heat shield).....	£149.00
PIPERCROSS Sports air filter kit (including heat shield).....	£145.00
HKS Racing Suction Kit (includes alloy intake pipe).....	£365.00

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit.....	£150.00
These are the very best springs you can buy for the FN2. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides. Please call for fully fitted prices.	
EIBACH Pro-Kit -15mm lowering spring kit.....	£159.00
All the advantages of our -30mm kits but with less lowering!	
EIBACH Front adjustable camber bolts (essential on lowered cars).....	£25.00
EIBACH Rear camber & toe shims (to get the very best handling).....(each)	£8.50
KW Variant 1 coil-over suspension kit (fully adjustable ride height).....	£879.00
KW Variant 2 coil-over suspension kit (fully adjustable height & rebound).....	£1,069.00
KW Variant 3 coil-over suspension kit (fully adjustable height, bump & rebound).....	£1,379.00
TEIN S-Tech lowering spring kit (Front -15mm Rear -20mm).....	£228.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping).....	£1,080.00
EIBACH 15mm Pro-Spacer kit (improves looks, steering feel & high speed stability).....	£108.00
ABP Stage 1 Fast Road suspension geometry set-up (including camber bolts).....	£135.00
This set up in ABP's workshop improves the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.	
ABP Stage 2 Fast Road suspension geometry set-up (including bolts & rear shims).....	£224.00
As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.	

BRAKES

STOPTECH Fast Road Front brake pads.....(set)	£49.00
STOPTECH Front Sport Stop Grooved brake discs.....(pair)	£190.00
STOPTECH Rear Sport Stop Grooved brake discs.....(pair)	£145.00
POWERSLOT Front 350mm Big-disc conversion kit.....	£355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs.	
Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.	
STOPTECH Touring 300mm 4-POT Brake conversion kit*.....	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot caliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
STOPTECH BBK 328mm Brake caliper conversion kit*.....	£1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. Choice of Black or Red calipers	
*EIBACH 15mm Pro-Spacer kit (required to fit Stoptech brake kits behind OE Honda wheels).....	£108.00
FERODO DS2500 Front high performance brake pads.....	£99.50
FERODO DS2500 Rear high performance brake pads.....	£92.50
EBC Red Ceramic Front high performance brake pads.....	£87.00
EBC Red Ceramic Rear high performance brake pads.....	£54.00
EBC Turbo Groove drilled & grooved front brake discs.....(pair)	£245.00
TAROX G88 40-Groove high performance front brake discs.....(pair)	£217.00
GOODRIDGE Stainless steel 6-line brake hose kit (including distribution blocks).....	£175.00
MOTUL RBF600 High performance brake fluid (1/2 LT).....	£15.50
FOLIATEC Caliper paint kit (various colours).....	£24.90

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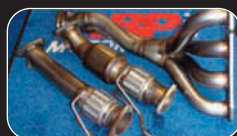
OTHER ITEMS

HKS IRIIDIUM spark plugs (set 4).....	£82.00
PIAA Headlight bulb upgrade kits (Set of 6 bulbs - sidelight, dip & main beam).....	from £95.00
YOKOHAMA 225/40X18 PARADA Spec 2 tyre.....	£125.00
YOKOHAMA 225/40X18 ADVAN NEOVA A008 tyre (ultimate track day tyre).....	£169.00
YOKOHAMA 225/35X19 Advan Sport OE tyre.....	£215.00

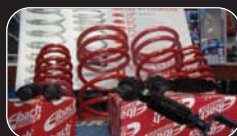
SERVICING FOR FN2 & EP3 TYPE R

ABP offer a full range of servicing to HONDA specification which will not affect the manufacturer's warranty.	
12 month / 12,500 mile service to HONDA spec including all parts & Labour.....	£119.00
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36 month / 37,500 mile service to HONDA spec including all parts & Labour.....	£154.00
48 month / 50,000 mile service to HONDA spec including all parts & Labour.....	£198.40
60 month / 62,500 mile service to HONDA spec including all parts & Labour.....	£119.00
72 month / 75,000 mile service to HONDA spec including all parts & Labour.....	£385.00
All of our services include MOTUL fully synthetic oil, Honda oil & air filters & NGK spark plugs. Cars are serviced to exact HONDA specification and service books are stamped maintaining the warranty. If cars are fitted with performance air filters above prices will be reduced accordingly.	

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HONDA Civic Type R EP3

ABP purchased an EP3 Type R back in 2001 with the sole aim of developing a full range of tuning parts. We offer exclusive ranges of suspension, brake and performance parts that we believe are the very best available. 10 years on the EP3 is still a great car and more affordable than ever so with a few choice mods the tuning world is your oyster...



EXHAUSTS

PIPER ABP exclusive Single-box cat-back stainless steel exhaust system.....	£349.00
These exclusive to ABP Piper single silencer systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains. System has a 64" oval tailpipe.	
PIPER Twin-box cat-back stainless steel exhaust system As above but with 2 silencers - same power with less sound!.....	£399.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe.....	£498.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat.....	£678.00

Independent rolling road tests show an incredible increase of +22BHP using a PIPER manifold, de-cat and exhaust system on the EP3 Type R!

DC SPORTS Stainless steel SC3 cat-back exhaust system (4" round tip).....	£430.00
DC SPORTS Stainless steel SHORTY exhaust manifold (uses original cat).....	£375.00
DC SPORTS Stainless steel RACE exhaust manifold (removes catalyst).....	£395.00
All DC Sports items are beautifully crafted in polished stainless steel and offer fantastic looks and power gains.	
The SC3 system comes with a removable silencing baffle ideal for track days.	
O2 simulator (removes ECU light with race manifold fitted).....	£70.50
HKS Hi Power 409 cat-back exhaust system (120mm angled tailpipe).....	£471.90
Stunning JAP style exhaust system with removable silencing baffle and polished 120mm tailpipe	
SUPERSPRINT Stainless Steel straight through 8-pipe.....	£204.00
ENERGY SUSPENSION Up-rated engine mount insert bush kit.....	£26.00
Essential when using any modified exhaust manifold. These also aid traction & prevent wheel hop.	

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty).....	£49.00
K&N 571 Air filter kit.....	£109.00
K&N Typhoon air filter induction kit (wrinkle red finish intake pipe).....	£150.00
AEM CAI Cold Air Induction kit (filter relocated behind front bumper) +15BHP.....	£245.00
AEM V2 Air Filter Induction kit (Unique dual plenum intake pipe) +18BHP.....	£265.00
PIPERCROSS VENOM Sports air filter kit (fully enclosed air box system).....	£175.00

Intake kits make a massive difference to the EP3 Type R offering anything up to +18BHP power gains.

Choosing the right combination of exhaust system and filter kit can add up to +25 BHP power improvements!

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit.....	£150.00
These are the very best springs you can buy for the EP3. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides.	
EIBACH Pro-Kit -15mm lowering spring kit - All the advantages of our -30mm kits but with less lowering!.....	£159.00
EIBACH Front adjustable camber bolts (essential on lowered cars).....	£25.00
EIBACH Rear fully adjustable camber bolts (to get the very best handling).....(pair)	£135.00
BILSTEIN B4 Shock absorber kit (front & rear shocks).....(set 4)	£385.00
BILSTEIN B8 Sports up-rated shock absorber kit (front & rear shocks).....(set 4)	£655.00
BILSTEIN are arguably the Worlds best shock absorbers, developed on the Nurburgring they offer fantastic chassis control without the extremes of coil-over set-ups. Simply the best real World suspension solution.	
TEIN S-Tech lowering spring kit -20mm.....	£228.00
TEIN BASIC coil over suspension kit (adjustable height only).....	£708.00
TEIN Superstreet coil over kit (adjustable height & damping).....	£804.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping).....	£1,080.00
EIBACH 15mm Pro-Spacer kit (improves looks, steering feel & high speed stability).....	£108.00
JDM Rear Anti Roll Bar (including bushes).....	£102.50
E-TECH front polished alloy strut brace.....	£87.50
E-TECH front wide-bar lightweight alloy strut brace.....	£170.00
ABP Fast Road suspension geometry set-up (including front camber bolts).....	£155.00
This set up in ABP's workshop improves the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.	

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

BRAKES

STOPTECH Fast Road Front brake pads (set).....	£49.00
STOPTECH Fast Road Rear brake pads (set).....	£38.00
STOPTECH Front Sport Stop Grooved brake discs (pair).....	£190.00
STOPTECH Rear Sport Stop Grooved brake discs (pair).....	£140.00
POWERSLOT Front 350mm Big-disc conversion kit.....	£355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs. Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.	
STOPTECH Touring 300mm 4-POT Brake conversion kit*.....	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot caliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
EIBACH 15mm Pro-Spacer kit* (required to fit Touring kit behind OE Honda wheels).....	£108.00
STOPTECH BBK 328mm Brake caliper conversion kit.....	£1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. This kit fits behind the original Honda 17" alloy. Choice of Red or Black calipers	
FERODO DS2500 Front high performance brake pads.....	£99.50
FERODO DS2500 Rear high performance brake pads.....	£91.50
EBC Red Ceramic Front high performance brake pads.....	£87.00
EBC Red Ceramic Rear high performance brake pads.....	£58.00
EBC Turbo Groove drilled & grooved front brake discs.....(pair)	£245.00
TAROX G88 40-Groove high performance front brake discs.....(pair)	£217.00
GOODRIDGE Stainless steel 4-line brake hose kit (zinc plated unions).....	£62.00
MOTUL RBF600 High performance brake fluid (1/2 LT).....	£15.50
FOLIATEC Caliper paint kit (various colours).....	£24.90

OTHER ITEMS

HKS IRIIDIUM spark plugs (set 4).....	£82.00
NEUSPEED Short Shift gear lever kit.....	£95.00
EXEDY OE 3-piece Clutch kit - Fitting service available.....	£195.00
PIAA Headlight bulb upgrade kits (Set of 4 bulbs - sidelight, dip/main beam).....	from £65.00
PIAA Silicone front wiper blade kit (pair of silicone wiper blades).....	£43.00
YOKOHAMA 215/40X17 PARADA Spec 2 tyre.....	£92.00
YOKOHAMA 215/40X17 ADVAN NEOVA A008 tyre (ultimate track day tyre).....	£156.00
ABP recommend changing the original 205/45X17 tyres to the better 215/40X17 size. Wider, slightly lower profile these tyres offer improved handling, grip, feel and they're cheaper!	

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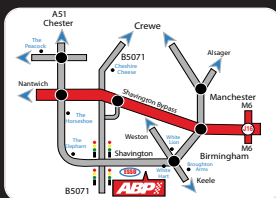
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Mitsubishi EVO 5-9 Front grooved brake discs	£225
Mitsubishi EVO 5-9 Rear grooved brake discs	£195
Honda Civic Type R FRONT & REAR grooved brake kit	£330
STOPTECH Big Brake Caliper conversion kits	from £995
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Honda Civic Type R EP3 & FN2 (4-pot 328mm)	£1,450
Mitsubishi EVO 7-10 (4-pot & 6-pot kits)	from £1,550
Nissan Skyline R32, 33, 34 (4-pot & 6-pot kits)	from £1,550

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Subaru Impreza Inc STI (2008 on) +308HP	£255.00
Mazda MX5 (2006 on)	£275.00
Mitsubishi EVO 10 +168HP	£275.00

Short Ram Intake Kits

Mitsubishi EVO 7, 8, 9 (inc. heat shield)	£235.00
Nissan 350Z (inc. heat shield)	£315.00
Subaru Impreza inc. STI (2001 on)	£169.00
V2 Dual Plenum Air Intake Kits	
Honda S2000	£275.00
Honda Civic Type R EP3 & DC5 Integra	£265.00

DC
SPORTS



ABP are official importers UK importers of DC Sports products direct from the USA.

Products include ceramic coated & stainless steel exhaust manifolds and stainless steel exhaust systems.

DC Sports Exhaust Manifolds

Honda Civic Type R EP3 Stainless Steel Race manifold - (These fully polished manifolds also remove the catalyst)	£395.00
Nissan 350Z Ceramic Coated tubular sports manifolds (pair)	£475.00
Mitsubishi EVO 5-9 Large Bore Stainless Steel Race Manifold	£399.00

DC Sports SCS Stainless Steel Exhaust Systems

Honda Integra Type R DC2	£399.00
Honda Integra Type R DC5	£430.00
Honda Civic Type R EP3 (inc. removable baffle)	£430.00
Mitsubishi EVO 7, 8 & 9	£449.00
Nissan 350Z (Sounds like a 911 Race car!)	£699.00
Subaru Impreza (2002 on) inc. STI & WRX	£425.00

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE



EIBACH produce the Worlds finest springs with quality second to none. Not only do they improve the looks of the car but they also offer better handling with improved ride quality. ABP offer the full range of EIBACH suspension products available including lowering spring kits, suspension kits, alignment products and wheel spacer kits. **PLEASE CALL**



Bilstein produce a massive range of shock absorbers and suspension kits for Japanese cars including B4 replacement dampers, B6 & B8 sports shock absorbers and fully adjustable coil over suspension kits. All Bilstein development work is carried out on the legendary Nurburgring.



ABP can supply and fit the full range of HKS tuning products from Japan. HKS offer some of the finest quality tuning parts available in the World. Products available include sports air filter kits, sequential dump valve kits, iridium spark plugs, exhaust systems, intercoolers, boost controllers, suspension, cams, electronics and more. **PLEASE CALL**



K&N were the original sports air filter manufacturer and offer the largest choice for Japanese cars. They make sports air filters for every car including F1 and WRC teams.

- Replacement elements from £29
- 571 induction kits from £64.00
- Typhoon induction kits from £13

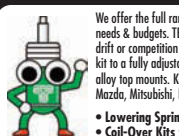


ABP stock the full range of PIAA products including bulbs, silicon wiper blades, lamps and vision products. PIAA produce a massive range of lighting products to suit all applications and they are used extensively in motorsport throughout the World. Don't confuse PIAA bulbs with the cheaper brands out there as PIAA are THE BEST.

• LED Sidelight bulbs from £24.50 • Headlight bulbs from £35.00 • Silicon wipers from £21.50

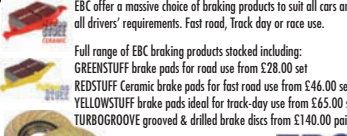


We stock a large range of high performance tyres to suit all needs. We recommend Yokohama tyres for unrivalled performance. For ultimate performance you may want to consider the amazing Yokohama Advan A008 which offers unbelievable grip for fast road or track day use. ABP offer excellent prices on Yokohama Parada tyres in all sizes. **PLEASE CALL FOR BEST PRICES ON YOKOHAMA TYRES**



We offer the full range of TEIN suspension to suit all needs & budgets. TEIN offer kits to suit road, track day, drift or competition use. Choose from a lowering spring kit to a fully adjustable coil over kit with adjustable alloy top mounts. Kits available for Honda, Lexus, Mazda, Mitsubishi, Nissan, Subaru & Toyota.

• Lowering Springs from £155 • TEIN • Coil-Over Kits from £660



EBC offer a massive choice of braking products to suit all cars and all drivers' requirements. Fast road, Track day or race use.

Full range of EBC braking products stocked including: GREENSTUFF brake pads for road use from £28.00 set REDSTUFF Ceramic brake pads for fast road use from £46.00 set YELLOWSTUFF brake pads ideal for track-day use from £65.00 set TURBOGROOVE grooved & drilled brake discs from £140.00 pair

PLEASE CALL



Tarox G88 40-Groove brake discs offer awesome braking performance under the most extreme conditions. Unique heat treatment process makes these one of the strongest discs available. Full range of uprated brake discs, brake pads and big caliper conversion kits available for most Japanese cars. **PLEASE CALL**

Fast Road brake pads from £49.00
G88 40 Groove brake discs from £159.00
TAROX big brake caliper kits from £1,250



ABP offer the full range of FERODO high performance brake pads. The DS2500 range is ideally suited to extreme road use and is an ideal track day pad. Massive range available to suit all popular Japanese high performance cars. Other compounds are available for more extreme track use or full race applications.

- Honda Civic Type R EP3 & FN2 Front DS2500 Brake pads £99.50
- Honda Civic Type R EP3 & FN2 Rear DS2500 Brake pads £91.50

PLEASE CALL

WORKSHOP FITTING SERVICE

Our fully equipped modern workshop allows us to carry out a full range of servicing, maintenance & performance modifications in-house. Staffed by fully qualified enthusiastic technicians trained to the highest standards we are able to skilfully fit, set-up, tune and optimise any modifications to get the best out of your car - This is our passion! From regular manufacturer spec servicing, MOT testing, performance tuning & chassis development to full on track day preparation we can offer the complete service.

ABP's workshop carries Cheshire County Council Trading Standards approval assuring you of the highest quality and 1st class customer service. ABP achieved Trading Standards first perfect 100% mystery shop result in August 2010.

ABP were awarded CAT magazines coveted title of National Garage of the Year in both 2010 and 2011. An award we all take very seriously and testament to our very high standards.

- Performance Parts Installation
- Manufacturer Spec Servicing
- Suspension Fitting Specialists
- Wheel alignment & Suspension Geometry
- Maintenance & Repairs
- MOT Testing Station
- Customer Supplied Parts Fitted
- Clutch fitting
- Cam / Timing Belts Replaced
- Fully Skilled & Experienced Staff
- Trading Standards Approved
- National CAT Garage of the Year 2010 & 2011



SERVICING AND MAINTENANCE

We offer a full servicing & Maintenance service to our customers. ABP Service all cars to manufacturer specification therefore maintaining warranties & correct service history!

The advantages our service gives you over & above the dealers (or stealers!) are:

- Enthusiastic passionate staff
- Guaranteed level of personal service
- Full range of services including modifications
- Competitive Labour prices
- All makes / models worked on
- No problems with imports
- One-Stop tuning shop

Full range of servicing / maintenance available including timing belts, clutches, brakes, suspension & steering work.

Please phone with your exact requirements and we will be happy to advise and give competitive prices.

WHEEL ALIGNMENT & SUSPENSION GEOMETRY

- Vague Steering?
- Steering wheel miss-aligned?
- Excessive or uneven tyre wear?
- General poor handling?



Lots of Japanese cars have fully adjustable wheel alignment, castor adjustment & camber adjustment both front and rear. Manufacturer's geometry specifications allow for very generous tolerances which can lead to poor handling, excessive tyre wear, vague steering feel and even reduced MPG!

ABP can 'blueprint' your suspension geometry settings allowing you to benefit from maximum steering response & improved grip along with improved tyre life and increased economy. We have the latest computerised 4-wheel alignment equipment and are able to optimise the geometry settings on your car.

ABP can also offer unique FAST ROAD settings for many cars offering improved handling and turn in by introducing more extreme alignment practices. We can also set your geometry up to your own individual spec for track use or drifting etc.

Please phone for exact prices on your car & prepare to feel the differences immediately.

Examples

Full suspension 4-wheel alignment check and report (no adjustment)	£55.00
Front Wheel Alignment check & adjust	from £35.00
Front & Rear Wheel Alignment check & reset	from £75.00
Subaru Impreza Turbo / STI / WRX & Mitsubishi EVO 5-10	£135.00
Check and reset front & rear Wheel Alignment & Camber angles to Fast Road spec	
HONDA S2000 Check and reset front & rear Wheel Alignment; Camber and Castor angles to Fast Road or Honda spec	£140.00
Honda Civic Type R EP3 ABP Fast Road suspension geometry set-up (Including front camber bolts)	£155.00
This set up includes supplying & fitting adjustable front camber bolts, reset the front & rear Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling and reduced tyre wear!	
Honda Civic Type R FN2 ABP Stage 1 Fast Road suspension geometry set-up (Including camber bolts)	£135.00
This set up includes supplying & fitting adjustable front camber bolts, reset the front & rear Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling.	
Honda Civic Type R FN2 ABP Stage 2 Fast Road suspension geometry set-up (Including bolts & rear shim kit)	£224.00
As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.	

SUSPENSION AND LOWERING

ABP can provide various levels of suspension tuning for all Japanese vehicles. We offer a full fitting service on over 7 manufacturers lowering spring options, numerous sports shock absorbers and many complete adjustable suspension kits including fully adjustable coil-over kits.

Spring kits available from EIBACH, TEIN, SPAX, H&R, GMAX, KW and Pi

Shock Absorbers available from KONI, BILSTEIN, KW, SPAX and EIBACH

Suspension kits available from EIBACH, KONI, BILSTEIN, TEIN, KW, H&R, SPAX & GMAX

Lowering spring kits supplied & fitted	from £295.00
Sports suspension kits supplied & fitted	from £445.00
Fully adjustable coil-over suspension kits supplied & fitted	from £820.00

Phone ABP for a price on either lowering or making your car 'Really Handle'!

FITTING PRICES

ABP can fit all of the parts that we sell and we are also happy to fit customer provided parts in our workshop.

Here are some general fitting prices for our workshop:

Sports exhaust systems fitting	from £55.00	Wheel alignment checks	from £55.00
Performance air filter induction kits fitting	from £55.00	Timing / Cam belts fitting	from £82.50
Brake discs & pads fitting	from £82.50	Clutch kits fitting	from £165.00
Big Brake conversion kits fitting	from £110.00	Pre / Post Track day check-over	from £55.00
Suspension kit fitting	from £165.00		

Please phone ABP's workshop on 01270 567177 for accurate prices on fitting parts to your car or to arrange a workshop booking time.

ALL CARS CATERED FOR - PLEASE CALL

All labour prices do not allow for seized, broken or damaged components on your car.

PLEASE CALL TODAY FOR PRICES/INFORMATION ON ALL THE ABOVE PRODUCTS

SURPRISE PACKAGE

A 60 SERIES TOYOTA STARLET MIGHT BE THE LAST RIDE THAT YOU'D EXPECT A KEY EMPLOYEE OF A US MUSCLE CAR GIANT TO BE SEEN IN, BUT THAT'S EXACTLY WHAT ALFRED MORTEL IS PILOTING AROUND THE MEAN STREETS OF SIN CITY!

WORDS: DAN FURR PICS: GRANT BUCHANAN





For a variety of reasons, one petrolhead's idea of automotive nirvana can be radically different to all others. Fond memories of our first four-wheeler might encourage enthusiasm for a particular model, or perhaps we're drawn to the output of a specific manufacturer as a consequence of exposure to standout motors owned by friends or relatives during our formative years. Whatever the determining factor, diversity is one of the greatest strengths of the Japanese car scene.

28-year-old Nevada resident, Alfred Mortel, is well aware that some of his work colleagues at Shelby American consider his taste in motors to be out of the ordinary, not least of all because days spent piecing together US muscle are usually rounded off by a trip home in a vintage 1.3-litre Toyota Starlet. 'I'm fortunate enough to work as a mechanic on the Shelby assembly line and I'm involved in the construction of special edition Mustangs such as the GT500 Super Snake,' he beams. 'It's a fantastic job and

I love working for such a respected organisation, but I'd be lying if I said that I didn't look forward to getting home so that I could tinker with my collection of modified Oriental machinery!' he grins.

No other tuning firm has had a stronger or more lasting influence on the mighty Mustang, and the majority of Shelby's employees are well-versed V8 veterans in charge of their own slice of Blue Oval bliss. Nevertheless, Alfred has always been a Japanese car fan at heart and can readily

THE BOLT-ON ENGINE UPGRADES HAVE RESULTED IN A 25% INCREASE IN POWER



recall an adolescence spent in the company of tidy Toyotas. 'I grew up in the Filipino city of Manila where East Asian cars are commonplace,' he continues. 'In fact, my father gave me a second generation Tercel four-door hatchback when I was just sixteen-years old. He wanted me to use it as a tool to practice my skills as I studied for a career in automotive engineering. I fixed it up with lowering springs, aftermarket wheels, an ICE install and a custom exhaust system as my education progressed,' he says.

The Tercel was the first front-wheel drive vehicle produced by Toyota and is a close relative of the Starlet. Both cars were staples of Manila's busy highways, though Alfred considered them to be notable by their absence on American roads following the Mortel family's relocation to the United States. 'I'd promised to buy myself a 60 series Starlet as soon as we were settled in our new home town of Las Vegas, yet I was staggered to discover only seven examples of the car inhabiting Sin City,' he gasps, acknowledging that the odds of

encountering one in the local classifieds were well and truly stacked against him. Lowering his expectations, he busied himself with work and advanced his spanner-wielding abilities as the years rolled by.

As a capable mechanic, a number of ambitious automotive projects were realised on Alfred's driveway, though it's fair to say that none have generated as much recognition as his Lamborghini Orange Honda S2000 hard top. It's a highly modified widebody road rocket packing a mountain of carbon-fibre bodywork and

has generated worldwide attention following its appearance on the Energy Suspension stand at last year's SEMA show in Vegas. AEM Performance has also been using the car as a promotional tool, and it continues to be fine tuned with a seemingly endless list of well executed styling updates and engine revisions.

Alfred's sister's Celica ST185 GT-Four has also been fortunate enough to benefit from his love of modifying (an affection for Toyotas clearly runs in the family!), but none of the praise heaped on either car could



STATES OF PLAY
SHELBY AMERICAN
MANUFACTURES MUSCLE CARS,
INCLUDING THE SHELBY GT350,
THE GT500 MUSTANG SUPER
SNAKE AND REPLICAS OF THE
SMALL AND LARGE BLOCK
AC COBRA. THE COMPANY WAS
FOUNDED IN 1962 BY
LEGENDARY AUTOMOTIVE
DESIGNER AND RACING DRIVER,
CARROLL SHELBY, AND IS BEST
KNOWN FOR ASSEMBLING
HIGHLY COLLECTIBLE SPECIAL
EDITION CLASSIC FORD
MUSTANGS. THE FIRM ALSO
SUPPORTED THE DETROIT
MOTOR GIANT'S ALL-
CONQUERING 1960S LE MANS
RACING PROGRAMME BEFORE
MOVING TO LAS VEGAS IN
1998, BECOMING THE FIRST CAR
MAKER TO OPEN A
PRODUCTION LINE IN THE
STATE OF NEVADA



disguise the fact that there was a Starlet shaped space in the corner of the Mortel family garage. Thankfully, the void would be filled at the back end of 2013. 'I decided to resume my search for a Starlet and scoured all fifty constituent states in my efforts to locate the car that I had dreamed about owning for so many years. To my surprise, I stumbled upon an ad for a low mileage '82-plate USDM example that was parked up in nearby Arizona. The car had covered fewer than 40,000 miles and had undergone a recent engine rebuild as part of an unfinished restoration,' he explains. Wasting no time in securing his name on the rare hatchback's logbook, Alfred arranged for the tiny Toyota to be delivered to his Nevada residence.

His one-owner-from-new acquisition was rocking a beige

topcoat matched to an equally uninspiring brown cloth interior and had spent its life towed cross-country on the back of an RV. The minimal ground that it had covered was attributed to the fact that it had only seen action as a runabout whenever the wagon was laid up between destinations. Despite this encouraging back story, however, the new arrival was not without its niggles – bodged wiring had resulted in faulty taillights, while the rebuilt single cam 4K engine was failing to operate effectively thanks to an apparent vacuum leak. In contrast, the car's exterior panels were in stellar condition and provided the perfect platform for Alfred's radical restomod plans.

Wisely, he reasoned that identifying the source of his Starlet's under-bonnet air leak should take priority over the

multitude of trick bodywork alterations that lay in store. In doing so, he streamlined the factory airflow system by removing a mass of pipework that had been littering the car's engine bay. 'I ditched at least thirty hoses and took the opportunity to add an Aisin carburettor, a Mr Gasket high-flow air intake and a Carb Performance air filter,' he confirms. Exit gasses are released through a custom stainless steel exhaust system equipped with a performance catalyst, while ignition components have been upgraded with Accel 8mm leads and NGK Platinum spark plugs. All in all, the changes are good for around 73bhp and 78lb ft of torque. Granted, pilots of Time Attack weaponry are hardly going to be shaking in their boots, but these simple bolt-on upgrades have resulted

in a 25% increase in power over the 4K's stock output. That's a fantastic improvement for any modified ride, let alone one that has been built with aesthetic enhancement as its primary objective!

The Toyota's factory air conditioning system remains in situ – essential equipment for any daily driver cruising about in the intense Nevada heat – and Alfred is delighted to report that the car was excelling in its role as a shuttle bus ferrying him to and from his place of work. Even so, the beige belter's appearance was hardly up to the standard of the hot Honda that shared his driveway.

'I bought a genuine TRD N2 wide arch bodykit and rear spoiler before sending the Starlet to the Mob Customs paint shop here in Las Vegas,' Alfred tells us. 'I was undecided on the final colour, but a friend

ENGINE

Fully rebuilt 1290cc single cam 4K engine, Aisin 5K carburettor with adjustable air/fuel ratio, Mr Gasket high-flow air intake with Carb Performance high-flow air filter, Accel 8mm ignition leads, NGK Platinum spark plugs, custom stainless steel exhaust system, high-flow catalytic convertor, functional factory air conditioning system

TRANSMISSION

K50 five-speed gearbox, new OE clutch and flywheel

SUSPENSION

Toyota MR2 front dampers, KYB rear dampers, MR2 coil springs, lowered 80mm, all new OE bushes

BRAKES

Original specification braking system, replacement pads, discs, rear drums and shoes

WHEELS

8x15in STR 513 wheels with polished lip and painted centres, Mayrun 195/50/15 tyres

EXTERIOR

USDM Starlet, full respray in custom shade of OE Toyota Orange, TRD N2 full wide arch bodykit with rear spoiler, debadged and colour coded front grille, yellow headlights, custom registration plates

INTERIOR

MOMO Corse leather trimmed steering wheel, MOMO hub, Netami carbon fibre bucket seats, rear bench deletion, factory dashboard and door cards, factory carpets, Pioneer head unit and speakers, additional soundproofing

THANKS

Tort Fontanilla, MOB Custom, Boj and Bani Tejada, Omaro Carticiano, Team Hybrid

SWINGING SIXTIES

THE 60 SERIES WAS THE FIRST GENERATION OF THE STARLET TO BE SOLD OUTSIDE OF JAPAN. AVAILABLE AS A THREE OR FIVE DOOR HATCHBACK (JDM CUSTOMERS ALSO HAD THE CHOICE OF AN ESTATE AND A LIGHT VAN), IT WAS OFFERED WITH A 1.2 OR 1.3-LITRE ENGINE AND A RANGE OF TRIM LEVELS SUCH AS THE 'SPRINT' - A SPECIAL EDITION PACKING A FIVE-SPEED GEARBOX AND A MORE SPORTY INTERIOR. THE 60 WAS THE ONLY EDITION OF THE STARLET EVER AVAILABLE TO BUY IN THE USA WHERE IT WAS REPLACED WITH THE COROLLA FX IN 1985. ALFRED'S STRUGGLE TO FIND A DECENT EXAMPLE IS NOT UNCOMMON DUE TO THE SUSCEPTIBILITY OF THE MODEL TO RUST AND MANY SURVIVING CARS BEING CONVERTED INTO FAST ROAD OR RALLY WEAPONS



had suggested an unusual OE shade of solid orange and assured me that it would suit the car. I knew that he was bang on the money as soon as I laid eyes on a swatch, and I instructed the guys at Mob to get busy with their spray guns. They also fitted the kit and relocated the fuel filler while I sourced a decent set of wheels,' he says.

They're minor updates, but have made a huge difference to the car's overall appearance.

With so much time and money lavished on its looks, an assessment of the Starlet's interior was long overdue. Consequently, the rear end has been stripped, a brace of Netami carbon-fibre buckets and a MOMO Corse steering wheel


that such a transplant will deliver. 'It should be a fairly straightforward job, but I'll need to strengthen the transmission to cope with the additional ponies. I'm already looking forward to seeing what the car can do at a track with the new lump in place!' he smirks.

Alfred's pet project might not have the power, pull or

'15IN SRT 513 RIMS SIT PERFECTLY IN THE ARCHES'

The 15in SRT 513s that now sit in each corner of this stunning Starlet fill the extended wheel arches perfectly thanks to their eight inches of width (a feature emphasised by deep polished rims) combined with an 80mm chassis drop on MR2 coil springs and dampers. The only other notable exterior changes concern the front end, where Alfred has applied rally-influenced yellow film to the headlights and has colour coded the debadged front grille.

replace the factory equivalents, and additional soundproofing has been added throughout. It's a cockpit that blends old and new thanks to the continued use of the factory dashboard, carpets and door cards, although Alfred assures us that he'll be replacing much of the early trim during the next phase of the project. 'I'll be sourcing new cabin furniture at the same time as undertaking a tuned 16-valve 4AG engine swap,' he smiles, pointing out the massive hike in horsepower

performance of the fearsome eight-cylinder Fords that he spends his days building at Shelby, but there's no denying that his car looks the part. The fact that it fulfils his dream of Starlet ownership while simultaneously providing a strong link to his past is reason enough to celebrate his preferred choice of chariot. To that end, we salute him, and look forward to the results of the next chapter in the development of this top Toyota. 





THE WINNING FORMULA

WITH 600BHP ON TAP, A PROTOTYPE SUSPENSION PACKAGE, CLASSIC F1-INSPIRED LIVERY AND DEEP DISH 21IN RIMS, JERRICK LO'S WIDE-ARCHED R35 GT-R HAS WON ITSELF AN ARMY OF ADMIRERS...

WORDS: DAN FURR PICS: DAN SHERWOOD



STRIKE A POSE

VOGUE AUTO DESIGN (VAD) HAS BECOME ONE OF THE BIGGEST NAMES IN THE ALLOY WHEEL INDUSTRY THANKS TO THE SUPPLY OF A WIDE RANGE OF RIMS DESTINED FOR LUXURY CARS SUCH AS BENTLEYS, ROLLERS, FERRARIS AND LAMBOS. THE COMPANY OFFERS BESPOKE DESIGNS AND CENTRELOCK APPLICATIONS FOR COMPETITION USE, AND ITS MANUFACTURING CAPABILITIES HAVE ALLOWED FOR THE DEVELOPMENT OF AERO STYLING PACKAGES FOR MOTORS RANGING FROM PORKERS TO NISSANS. VISIT THE VAD WEBSITE TO VIEW THEIR LATEST OFFERINGS: WWW.VOGUEAUTODESIGN.COM

Some of the most exciting cars that we've featured in *Japanese Performance* have been those used as development vehicles by tuning companies keen to test their wares. We regularly find ourselves showcasing a motor that boasts the first incarnation of a particular mechanical or styling component that has subsequently become an often-seen feature of the summer show season. The car's owner will inevitably register his or her excitement at the fact that their pride and joy was picked by the manufacturer as the 'chosen one' out of a gazillion possible contenders.

The extraordinary Nissan R35 GT-R that you see on the pages before you follows this tradition of trendsetting, although it's safe to say that the wealth of prototype parts thrown at it has come as no surprise to its proud pilot. 'I own advanced suspension tuning and technology firm, MeisterR,' explains Nissan nut, Jerriek Lo. 'The GT-R is the latest in a long line of cars that I've toyed with in order to fine tune custom chassis upgrades before they reach the production stage and are released as available for purchase on the

open market,' he confirms.

Jerrick's portfolio of nifty Nissans includes a wicked widebody R32 Skyline GT-R that is about to be awarded with an increase in horsepower to the tune of 850bhp. It's a car that is already chucking out close to 680 ponies, but it's Mr Lo's desire to squeeze ever more power and performance out of his cherished chariots that has resulted in the development of the stealth-like stunner that we find ourselves in the company of today.

'My R35 started life as a standard Black Edition GT-R,' he recalls. 'The model has a lot to offer car fans, but its factory dampers are regularly replaced by new owners who are keen to find suitable alternatives that they can use for fast road racing and trackdays. Unfortunately, the vast majority of aftermarket suspension solutions available for the R35 provide little in the way of driver control and adjustment, and most of them are advertised with premium price tags that can prove prohibitive to those not in charge of their own racing teams!' he chuckles.

MeisterR's philosophy is simple: provide top quality products at reasonable prices.



This drive to serve petrolheads with the best of both worlds encouraged Jerrick to team up with Essex engineering outfit, Black Art Designs, for the construction of a custom damper kit known simply as 'GT1'. 'The design and development of the GT1 package is a joint effort between the two companies,' he tells us. 'Black Art Designs is the perfect technical partner for a project of this nature due to its many years of experience in manufacturing bespoke suspension systems that have proved their worth in a

wide range of motorsport competitions including the Time Attack series, various rally tournaments and drag racing contests,' he adds.

The result of an intensive research and development programme, the GT1 features a bespoke CNC-cut steel shaft and a unique shaft seal that is said to be able to withstand an incredible 400bar of pressure. Compare that to around 40bar – which Jerrick explains is roughly the limit of some rival kit's seals – and it soon becomes clear that Jerrick's attention to detail –

not to mention a remarkable level of engineering – has delivered something very special indeed. 'It's similar in design to the shaft seals used on deep sea oil rigs,' he beams. 'Furthermore, the handling improvements delivered by the prototype GT1 found on my own car have been translated as a huge surge in sales of the production version. Best of all, it's a package that is suitable for all makes and models,' he smiles, acknowledging the thirty-odd motors wearing this MeisterR offering in Class B of

the Pace Ward Mitsubishi Lancer Register Sprint Series.

Another feature of the GT-R that new owners can readily be heard grumbling about is its factory-prescribed exhaust tone; the R35 might have supercar looks and performance, but its bark isn't quite as pronounced as its undeniable bite. Unsurprisingly, Jerrick identified this common complaint as an opportunity to develop custom exit-gas pipework for the car, culminating in the production of a TIG-welded, 90mm bore, unsilenced, even-split, one-into-

BLACK MAGIC
BLACK ART DESIGNS HAS LONG BEEN INVOLVED
IN THE DEVELOPMENT OF SUSPENSION SYSTEMS
FOR INDIVIDUALS, COMPANIES AND RACING
TEAMS LOOKING TO GET THE VERY BEST OUT OF
THEIR CARS. FROM INITIAL DESIGN
CONCEPTION THROUGH TO PROTOTYPES AND
PRODUCTION UNITS, AND FROM ONE-OFF
PRODUCTS THROUGH TO MASS VOLUME
MANUFACTURING, THE COMPANY'S EXPERIENCE
MADE IT THE OBVIOUS PARTNER FOR MEISTERR
WHEN JERRICK BEGAN THE LONG BUT FRUITFUL
JOURNEY THAT WOULD CULMINATE IN THE
ARRIVAL OF THE GT1. VISIT THE WEBSITE TO
FIND OUT MORE: WWW.BLACKARTDESIGNS.COM



'THE CARBON FIBRE WIDE ARCH BODYKIT WAS MADE BY VOGUE AUTO DESIGN (VAD)'



four, T316 stainless steel exhaust system. The prototype was a roaring success (quite literally) and the sale version joins the GT1 package as a key feature of the MeisterR product catalogue.

A 75mm intake that assists with increased airflow, 1000cc fuel injectors and a COBB Tuning standalone ECU with a custom map has helped this superb GT-R hit the 600bhp mark, but what of its unorthodox appearance? 'Vogue Auto Design (VAD) has developed a carbon-fibre wide bodykit

consisting of an enlarged front bumper, a deep front splitter and replacement wings,' continues Jerrick. 'Sculpted side skirts lead up to muscular rear quarters that are 75mm wider than their stock equivalents, and these panels feed seamlessly into the car's rear bumper and light panel while allowing for the fit of ultra-wide wheels,' he says.

Staggered 21in VAD forged CR EVO 6061-T6 six-spoke, three-piece alloy wheels with a matt bronze finish and a whopping 13-inches of width at the rear were selected as the

perfect accompaniment to the brilliant bodykit, yet their installation was to be delayed while the VAD crew considered potential colour schemes for the car. Its original gloss black paintwork could be seen in the form of its standard roof and bonnet, and the applied lightweight panels were dressed in black primer ready for a new topcoat while it waited patiently for a decision to be made.

While all concerned weighed up the pros and cons of the various shades at their disposal, the organisers of the world-

famous Gumball 3000 announced their intention to display competitors' cars in the heart of the City of London. Jerrick was keen to attend the event in his fierce GT-R, but its unfinished state (complete with the word 'primer' scrawled in permanent marker across its new bodywork) left him questioning whether its appearance would be welcomed alongside some of the world's most desirable supercars.

Time was of the essence, yet a rushed respray was out of the

TECHSPEC

ENGINE

Standard 3.8-litre VR38DETT V6 twin turbo, MeisterR T316 stainless steel 90mm 1-into-4 exhaust system and Y-pipe, 75mm intake, 1000cc fuel injectors, COBB Tuning standalone ECU with custom map

TRANSMISSION

Factory six-speed dual-clutch semi-automatic gearbox with standard variable 4WD system

SUSPENSION

Lowered 80mm on MeisterR prototype GT1 coilovers

BRAKES

Factory Brembo calipers with 380mm discs

WHEELS & TYRES

12x21in (front) and 13x21in (rear) Vogue Auto Design forged CR EVO 6061-T6 six-spoke three-piece alloy wheels, matt bronze finish, Hankook 345/25ZR/21Y tyres



question. The VAD crew reasoned that the effect of the matt primer wasn't too dissimilar from that of a similar wrap, and the decision was taken to decorate the car in MeisterR and VAD custom graphics before heading down to the Big Smoke.

With the bronze 21-inchers bolted in place and set against the GT-R's black bodywork, it was difficult not to be reminded of the classic John Player Special Lotus Formula One racing cars of the mid-to-late 1970s. The Nissan's corporate stickers were fashioned accordingly, and VAD even chose to label the car as their 'VAD Player Special' for the purposes of the Gumball get-together! It was an inspired move that generated a fantastic response from hordes of admirers present on the day, and Jerrick loved the finish to such an extent that he continued to

exhibit his unusually-decorated car at events including Santa Pod's Japshow.

With his focus now set firmly on enhancing the overall performance of his treasured R32 while simultaneously continuing to develop MeisterR's impressive range of products, Jerrick's 2009 Black Edition R35 GT-R is finally set to receive a shimmering new topcoat before it moves on to pastures new. We're thrilled to have been able to feature it in its Gumball guise, and we're sure that it will look fantastic when parading its new paintwork. That said, potential purchasers shouldn't expect it to be furnished with vintage F1 racecar livery! They can, however, take great pride in the fact that their new Nissan will feature the very first GT1 suspension package and an entirely custom exhaust system. And that sounds like a winning formula to us! 🇯🇵

MISTER MEISTERR

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EXTERIOR

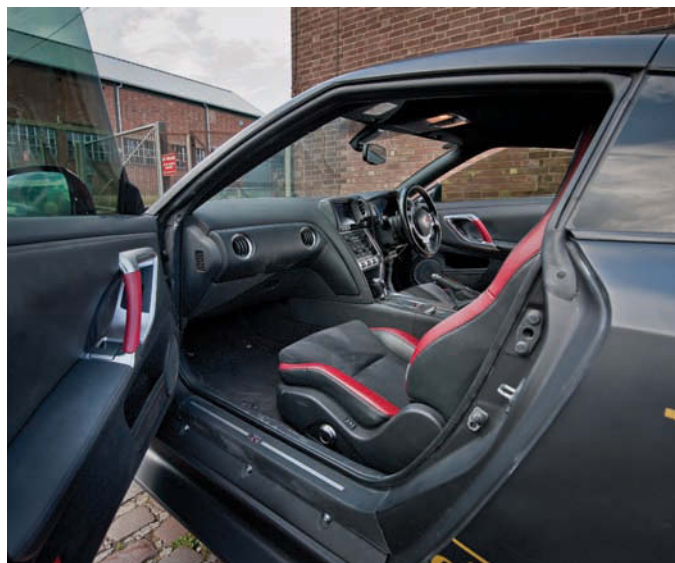
Matt black primer, gloss black roof and bonnet, Vogue Auto Design GT1 carbon-fibre wide bodykit, classic John Player Special Lotus F1-inspired livery

INTERIOR

Factory 'Black Edition' upholstery, Nissan multi-function display with integrated satellite navigation system, Bose audio equipment

THANKS

MeisterR and Black Art Designs for using this difficult chassis as a prototype platform for the GT1 suspension package, Michael Marshall at MnM Engineering for maintaining my R35 and for fitting the suspension at short notice, Nick at Vogue Auto Design for building and fitting the awesome bodykit (and for using the car to test the wheel design), MnM Drift Team, Team GTR, Team S1, GTR Owners Club, and all the friends and clubs who have supported MeisterR along the way



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BOUGHT NOT BUILT

IT WAS A CASE OF LOVE AT FIRST SIGHT
FOR THE OWNER OF THIS ROTREX
SUPERCHARGED FD2 HONDA CIVIC
TYPE-R... AND ALL THE HARD WORK HAD
ALREADY BEEN DONE FOR HIM

WORDS: DAN FURR PICS: GRANT BUCHANAN



‘TRACKDAYS GIVE YOU THE CHANCE TO SEE WHAT THE CAR IS REALLY MADE OF’



I've never been interested in front-wheel drive cars,' admits Craig Allsop. Which is a strange thing for him to say, because we're here featuring his heavily-modified Honda Civic Type-R. He's a serious petrolhead with a history of owning high-performance cars, including a modified Mitsubishi Evo and a 400bhp Nissan Pulsar GTi-R. His motto has always been that you need a rear-wheel drive or four-wheel drive car to enjoy driving. So what happened?

'Well, for one thing, I saw it,' chuckles the 35-year-old from Birmingham. 'My friend had bought it from another friend of ours, who had bought it from the chap who built it. I'd never seen a four-door saloon look so good. I knew next to nothing about FD2 Type-Rs at the time, but my mate knew I was looking for a new car so he invited me to drive it. To be honest, after only a few minutes behind the wheel I'd bought it.'

The secret ingredient was the power delivered by a Rotrex C30-94 supercharger, and the stunning way the FD2 is

capable of putting it down so effectively. Little did Craig know at the time, but this car had been subject to a TTS Performance SuperSport conversion. Meaning a fully developed CNC'd Rotrex supercharger setup, complete with a front-mounted intercooler and a designated oil cooler for the Rotrex unit. Being the SuperSport conversion, he got to keep the factory air-con, too. There are only a few FD2 Type-Rs in the UK anyway, so you don't see them very often, let alone packing this kind of firepower!

When the time came to swap money for documents, Craig found a dyno printout showing his car made 400bhp at the wheels on the TTS Performance dyno. That sounds like far too much power for the front wheels to handle, but somehow the FD2 laps it up. Like the chassis and differential were already waiting for the extra grunt.

Being a high-compression naturally-aspirated screamer, the K20A engine needed some internal work to cope with the

compressed air provided by the 'charger. It now features a set of JE forged pistons that have helped lower the compression ratio, and TTS Performance H-beam connecting rods to withstand the increased workload. The cylinder head has been ported and polished to remove any restrictions, and is attached to the block using a Cosworth multi-layer head gasket. The result is a far more boost-friendly engine that has been 100% reliable in the six months that Craig has been redlining it at every (legal) opportunity.

'I like doing trackdays,' admits Craig. 'It gives you an opportunity to really see what the car is capable of. Every year some friends and I go to the old Nürburgring for a blast and this year I took the Civic. It showed me just how fast the Type-R is, although, because it's supercharged, it doesn't actually feel as fast as it is. I know that sounds odd, but I think it's the way you always have plenty of torque available, so it's less peaky than an NA Type-R engine would be and is

much more linear in its delivery of power than the slingshot effect that you get from a big turbo. Thing is, it's only when I find myself up against something seriously fast at a circuit like the 'Ring, and just blast past it, that I realise just how fast it really is.'

It sounds great, too. One of the advantages of having a supercharger is the exhaust system stays complete, unlike a turbo which intrudes into the exhaust manifold and acts like a silencer. So you have the volume of a closed exhaust system, with the exhaust gas being under greater pressure and travelling much faster. The result is generally a noisy 'roaring' affair anyway, let alone when it's got the benefit of blasting out through a free-flowing aftermarket one.

Working its way up the underside of the car is a lightweight titanium J's Racing exhaust. It's a really rare item and extremely sought-after in hardcore Honda tuning circles. Craig adds: 'I found a receipt for it amongst the paperwork – it was £1,600! That's a fair



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LIGHTWEIGHT BENEFITS





wedge, even to a banker on bonus day. Still, for that money you're getting an exotic material that means you could easily lift this whole system above your head. If you were into that kind of thing, of course. Plus, titanium exhausts always sound incredible; higher-pitched; somehow more urgent. Match that to the rushing noise generated by the boost of the

wheel drive: 'It's very pointy at the front end and has lots of traction, so it's more likely to oversteer than understeer. I had an E46 BMW M3 before this and it's weird how similar they feel considering they're so different.'

The oversteer Craig feels is probably a combination of the stiffer Cusco rear anti-roll bar working with the factory-fitted

understeer in it to be honest.'

That's no coincidence either. The chassis is extremely stiff, which helps to create this character that has more in common with a racecar than a road car. Turn this car upside down and you'll find a substantial Ultra Racing H-brace, with braces from the same company on both the front and rear turrets. However,

the front bumper is made from aluminium, the rear window glass is thinner than other non Type-R models. Even a panel that insulated noise behind the dashboard was removed. All in, just over 13kg was removed from the Type-R 'shell, but with a significant increase in rigidity in return.

The dampers and springs on Craig's car come from MeisterR. They're fully-adjustable, allowing him to set the car up mildly for everyday use or dial in more resistance and camber for those trips to the 'Ring. Having said that, Craig hasn't felt the need to alter the settings. He says: 'I know it was previously corner-weighted and then set up on the track by a racing driver, although I don't know who. That's probably why the Cusco rear anti-roll bar is on its most aggressive setting. I love the look of the OZ wheels, but when I do a trackday in the UK, I use a set of OEM FD2 wheels that I managed to track down, which I've fitted with sticky Toyo R888 tyres.'

For everyday driving, Craig fits these 8x18in OZ Alleggerita

'THE CHARACTER IS MORE LIKE A RACECAR THAN A ROAD CAR'

'charger and the urgency of the engine in the VTEC zone and you can imagine how addictive that throttle pedal becomes.

J's Racing is a serious performance brand, too. If you aren't familiar, check their videos on YouTube. They build some of the fastest Hondas in Japan. Now their exhaust is fitted to one of the fastest FD2s in Europe. On track, Craig says the Civic feels like it's rear-

limited-slip differential up front. It's a torque-sensing (TorSen) unit with helical gears and a 5.06 final drive ratio. That makes for some pretty aggressive acceleration with 200bhp at the flywheel, let alone 400bhp at the wheels! Craig continues: 'Lift-off oversteer is there when you need it, to get the nose into a tightening corner. I don't think I've ever experienced

these aftermarket parts designed to stiffen the Type-R are just building on the extensive work that Honda's engineers have already carried out on the car from the factory.

During the design of the FD2 just 1.8kg of bracing was added to the Type-R, yet it beefed up key areas of the bodysheet and subframes. While losing weight from strategic areas was also a priority. The crash beam behind



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ACCELERATE HARDER AND STOP
QUICKER. NOT TO MENTION, THEY
LOOK PRETTY SWEET, TOO!



TECHSPEC

ENGINE

2.0-litre, 4-cyl, 16v K20A engine, TTS Performance Supersport conversion featuring a Rotrex C30-94 supercharger, Hondata Flashpro ECU, engine bored and honed 87mm, JE forged pistons and rings, TTS Performance H-beam connecting rods, Cosworth head gasket, ported and polished cylinder head, titanium valve springs and retainers, front-mounted intercooler, Hondata airbox mod and Spoon air filter, J's Racing titanium dolphin exhaust and de-cat pipe, RC Engineering 750cc fuel injectors, Walbro fuel pump, 13-row Rotrex oil cooler, uprated radiator, 4bar map sensor
Power: 399.8bhp at the wheels, 255lb ft torque @ 8,600rpm

TRANSMISSION

6-speed manual gearbox, OE limited-slip differential, uprated clutch

SUSPENSION

MeisterR fully adjustable coilovers, Cusco front and rear anti-roll bars, Ultra Racing front and rear strut braces, Ultra Racing lower H-brace, polybushes, corner weighted (70f 30r weight distribution)

BRAKES

OE 4-pot Brembo calipers and discs with EBC Yellow Stuff pads all round, Ferodo dot 5.1 brake fluid

WHEELS & TYRES

8x18in OZ Alleggerita HLT Titanium alloy wheels, Hankook Evo2 tyres, black wheel nuts

EXTERIOR

Seibon carbon-fibre front splitter, Seibon carbon-fibre grille, bonnet vent cut out and meshed, rear roofline diffuser fins

INTERIOR

OEM Type-R seats with harnesses, Mugen gear knob, stripped-out and painted rear, battery box in the boot



wheels and Hankook Evo2 tyres. In keeping with the rest of the car, they're extremely lightweight and strong. Although for all this talk of track-focused design, Craig wasn't actually looking for a trackday car when he was introduced to the Civic. 'The previous day I had test-driven a Porsche 996 Turbo. I liked the performance but not the looks. I was debating what to do and asked my friend. He told me to have a drive of the Type-R he was selling first. The next day he turned up in the FD2. The moment I saw the roof vents and cut-out bonnet I thought 'that looks smart'. It was a completely spontaneous purchase to be honest.' He's recently taken the car back to TTS Performance near

Silverstone, and they've suggested running a smaller supercharger pulley for a bit more boost. Craig explains: 'That should be enough for an extra 40bhp. It doesn't really need it to be honest, it already pulls hard all the way to 9,000rpm. But it's extra potential that's waiting to be untapped for relatively little cost.'

He continues: 'I've never bought a car that has already been done before. I like tinkering, so I thought I'd get bored of it quickly but I've had it six months and still love it. I have done some stuff. I had the stonechips on the bonnet touched-up, had it detailed by Greens Bodyshop in Starchley and also stripped half the interior out. The rear seats, all

the boot lining, jack, etc. are all gone now. I've also added a battery box to the boot and will soon be transferring the battery into the rear to improve the weight distribution, too.'

So if you do trackdays at Oulton or Cadwell Park, or indeed the 'Ring for that matter, you might see Craig and his FD2 in action. With or without that extra 40bhp, he'll be tearing the track up. No doubt drivers of supposedly more exotic machinery will underestimate the Civic. After all, no serious performance car is front-wheel drive, surely...

So it's true that you should never judge a book by its cover. It's a lesson this car has taught Craig, and one that he now enjoys teaching others. **JP**



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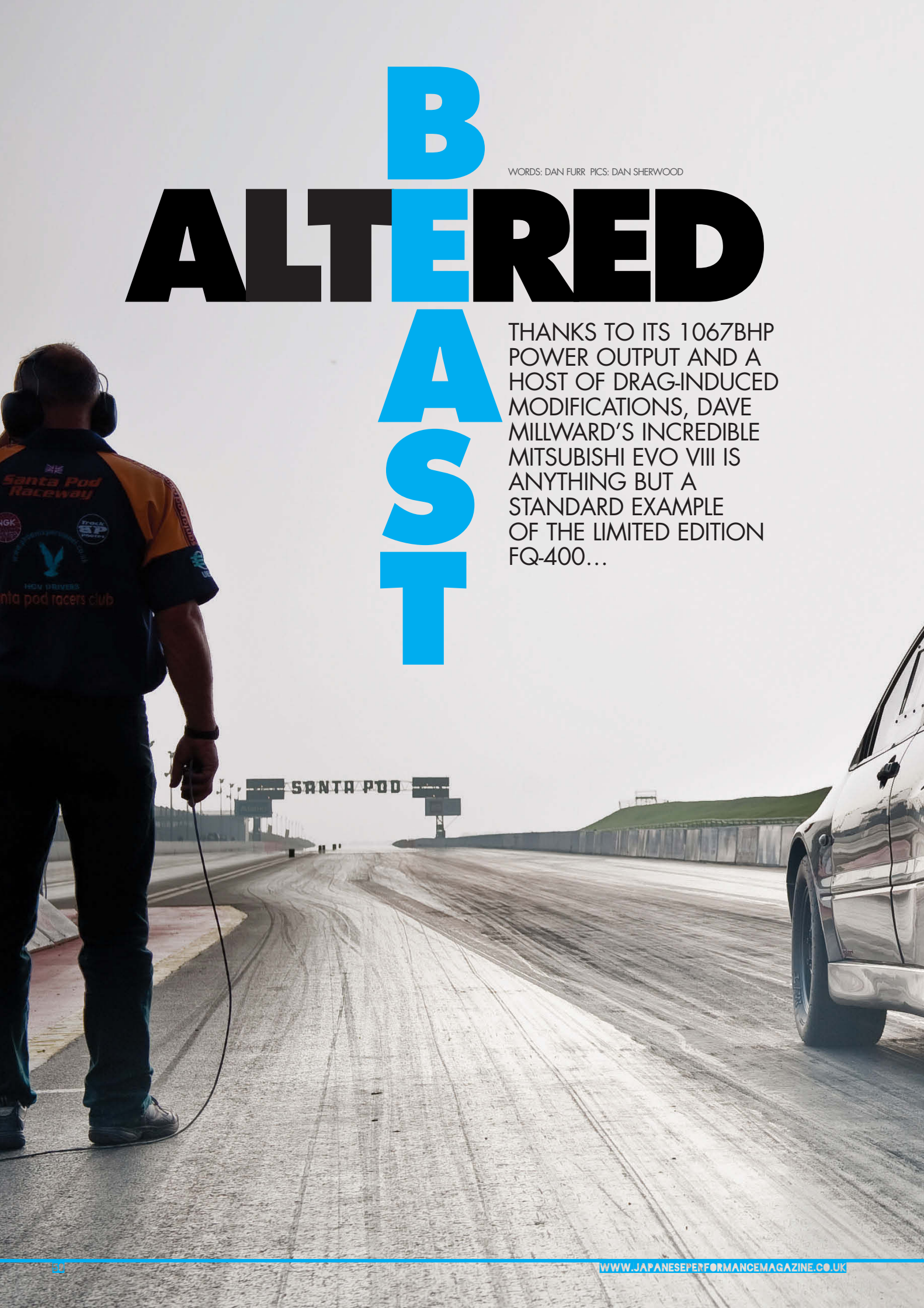
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B ALTERED A S T

WORDS: DAN FURR PICS: DAN SHERWOOD

THANKS TO ITS 1067BHP POWER OUTPUT AND A HOST OF DRAG-INDUCED MODIFICATIONS, DAVE MILLWARD'S INCREDIBLE MITSUBISHI EVO VIII IS ANYTHING BUT A STANDARD EXAMPLE OF THE LIMITED EDITION FQ-400...

When it comes to modifying cars, there are many who subscribe to a train of thought that reads something along the lines of: 'don't mess with a classic'. Moreover, these protectors of the great and good can often be seen wincing when presented with a special edition motor that has lost various items of model-specific trim as a consequence of the appointment of aftermarket gear. Of course, there are plenty of petrolheads who would argue that variety is the spice of life and that there is always room for improvement, but we think it prudent to advise you to look away if you're one of those that likes to see the make-up of

their limited editions left exactly as the manufacturer intended.

For those of you who are still with us, we'd like to introduce you to 35-year-old kitchen fitter, Dave Millward, and his utterly bonkers Evo VIII FQ-400.

One of the rarest eighth-editions ever produced, Dave's lairy Lancer started life as one of just a hundred of its kind, and it packed a 405bhp punch thanks to the involvement of Owen Developments, Rampage Performance Motorparts and Flow Race Engines at its original point of assembly. Television shows such as Top Gear and Fifth Gear praised the model's ample abilities at their respective test tracks, and they noted that the temptation of

owning a family saloon capable of outrunning a Lambo could well be enough to encourage interested parties to knock out a couple of kids on their way to meeting the car's £47,000 premium price tag.

Dave observed this series of positive reviews with interest, and the FQ-400 became the object of his desire following his decision to sell the heavily modified Subaru Impreza STi that he'd spent years developing from within the confines of his garage at home. 'The STi was chucking out close to 600bhp and had been built for quarter-mile drag racing,' he tells us. 'It served its purpose well, but I'd spent around forty-eight grand on the

project! I began to consider the wide variety of standard performance oriented motors that I could own if I was prepared to part with it. Besides, the day job was commanding a lot more of my time than it had been up until that point, which meant that I wasn't able to attend get-togethers at Santa Pod and Shakespeare County Raceway as often as I would have liked,' he sighs.

Recognising that his Scooby was in danger of becoming an expensive ornament, Dave vowed to replace it with a factory-spec FQ-400. As you might expect, a model produced in such low numbers – and one held in such high



regard – doesn't offer itself up for sale as regularly as its lesser stablemates, and he had difficulty in finding an example that he could call his own. 'I flirted with the idea of buying a Mercedes in the apparent absence of any accessible FQ-400s,' he continues. 'Typically, a suitable Evo presented itself as available for purchase immediately after I'd arranged a test drive of a big ol' Benz! I took both cars out for a spin, but the Merc was always likely to be left on the forecourt while the keys to the Lancer were within my grasp!' he laughs.

Sure enough, the autobahn stormer was dismissed, and the STi was stripped and sold in order to make way for its Mitsubishi-badged successor. The FQ-400 that Dave had bought retained all of its factory-prescribed paraphernalia, although a remap at some point in the recent past had seen its power output raised to the 430bhp mark. It was enough to slap a smile across Mr Millward's face every time he was sat behind its steering wheel, and he made good use of his new toy for well over a

year before deciding to add a few tuning touches of his own.

'I added a larger turbocharger and a matching tubular exhaust manifold that helped to produce over 500bhp,' he says. 'That kept me happy for another couple of years, at which point I advertised the car for sale and began to look for a vehicle to tinker with in advance of my planned return to the drag strip,' he adds.

An interested party agreed to Dave's terms of sale, but the deal fell through at the last minute, leaving the limited edition Lancer parked up on the Millward family driveway. This led to thoughts of transforming it into the drag star that it is today, and famed Wiltshire tuning firm, Norris Designs, was given the task of extracting a significant number of ponies from its 4G63 powerplant.

Displacement was, therefore, increased to 2.3-litres, and the lump was completely rebuilt with Wiseco pistons, Manley connecting rods and a billet crankshaft. A Stage 3 ported and polished cylinder head packing an uprated valvetrain

and custom profile camshafts was added to the mix, while an uprated fuel system comprising a 20-litre drag fuel cell, a swirl pot, twin pumps, an octet of Bosch Motorsport 1000cc injectors and an Aeromotive adjustable fuel pressure regulator was joined by a MoTeC M800 ECU.

Airflow improvements could be seen in the form of a Precision 6766 turbocharger, custom intercooler pipework, an enlarged tubular manifold and a new stainless steel exhaust system, while the car's factory six-speed manual gearbox was replaced with a five-speed equivalent featuring a custom gearset that includes cryogenically treated Evo IX first and fourth gears. Other transmission upgrades added at the same time include beefed-up differentials, an Exedy triple-plate clutch and a strengthened transfer box.

A subsequent day on the rollers delivered a performance figure of 778bhp. That's a remarkable hike in horsepower for a car that was still being driven on the public highway, but nowhere near enough to set

**KEEP YOUR COOL
CRYOGENIC DEVELOPMENT IS A DEEP CHILLING PROCESS THAT RESULTS IN A SIGNIFICANT CHANGE IN THE MOLECULAR STRUCTURE OF METALS TO INCREASE THEIR STRENGTH AND RIGIDITY. IT'S A PRACTICE THAT WAS ORIGINALLY DEVELOPED BY THE NASA SPACE AGENCY WHEREBY LIQUID NITROGEN IS USED TO DROP COOLING TEMPERATURES TO -300° FAHRENHEIT FOR A CONTROLLED PERIOD OF TIME BEFORE SLOWLY RETURNING THE AFFECTED PARTS TO ROOM TEMPERATURE. COMPONENTS SUBJECTED TO THE PRACTICE ARE HARDENED AND, THEREFORE, HAVE AN IMPROVED RESISTANCE TO WEAR WHILE PROVIDING A LONGER SERVICE LIFE - IDEAL FOR THE CUSTOM GEARSET USED IN DAVE'S QUARTER-MILE MONSTER!**

the quarter-mile scene alight. Dave reasoned that his efforts had just about reached the point of no return as far as the standard specification of his FQ-400 was concerned, and he found himself contemplating a move that would result in irreversible alteration to what many consider as the ultimate Evo. 'I needed to make the car lighter in order to achieve respectable times at the strip,' he grins. 'That meant removing a lot of its original chassis and bodywork!'

For those of you who balk

'THE EVO HAS BEEN STRIPPED TO THE GILLS IN ORDER TO ACHIEVE A WEIGHT OF 950KG'





at the idea of chopping up a modern classic, the next part of Dave's Evo's evolution may cause you to weep uncontrollably; its structural front end was completely removed and has since been replaced with a lightweight tubular framework that supports a variety of performance enhancing mechanical components. The car's doors have been gutted, all supplementary interior fixtures and fittings have disappeared

(replaced by a lone Kirkey racing seat and a MoTeC CDL3 digital data logger), and almost all of its standard electronic equipment has been ditched in an attempt to achieve an overall weight of around 950kg.

Meanwhile, a massive Borg Warner S400SX turbocharger has replaced the Precision unit, and a custom Sheepy Built intercooler is paired to a matching tubular exhaust manifold that sends exit gasses through outlet pipework

protruding from a carbon-fibre bonnet. Yup, you read that correctly; the car's exhaust system has been replaced by shortened pipes and screamers that poke out of its front end!

A set of Norris Designs camshafts, solid lifters, additional breathers and further head work followed, and Dave was delighted to see his pride and joy generate a dyno printout of over 987bhp while running 2.6bar of boost. There was, however, trouble in

WHAT THE FQ?
THE LANCER EVOLUTION VIII FQ-400 IS A RARE BEAST DUE TO THE FACT THAT JUST ONE HUNDRED EXAMPLES OF THE £47,000 SUPER SALOON WERE MANUFACTURED AND SOLD AS NEW. EXCEEDING 400BHP WITH A 0-60MPH TIME OF JUST 3.5 SECONDS, THE MODEL BOASTS A TOP SPEED OF 175MPH AND A QUARTER-MILE OF 12.1 SECONDS IN ITS FACTORY GUISE. POWER LAPS OF SOME OF THE UK'S FAVOURITE RACING CIRCUITS HAVE PROVED IT TO BE QUICKER THAN BOTH THE AUDI RS4 AND THE PORSCHE 911 CARRERA S, AND IT FEATURES ONE OF THE HIGHEST SPECIFIC OUTPUTS PER LITRE OF ANY PRODUCTION ROAD CAR



ENGINE

Norris Designs 2.3-litre 4G63 DOHC, painted block, Manley billet crankshaft, Manley Turbo Tuff I-beam connecting rods, Wiseco 1400HD pistons, race bearings, modified oil pump, Norris Designs Stage 3 ported and polished cylinder head, bronze valve guides, balanced volumes, 3-angle valve seats, Norris Designs valve springs and shim set, titanium valve retainers, oversized inlet valves and Inconel exhaust valves, high-temperature stem seals, ARP L19 head studs, Norris Design adjustable pulleys, custom profile camshafts, modified and painted cam cover, DI 8-injector inlet manifold, 8 Bosch Motorsport ASNU 1000cc fuel injectors, 20-litre drag-spec fuel cell, twin Aeromotive Eliminator fuel pumps, swirl pot, Aeromotive adjustable fuel pressure regulator and distribution block, braided fuel lines, Spark Tech Pro-14B CDI ignition box, custom wiring loom, MoTeC M800 ECU (with advanced function, launch control and anti-lag), Norris Designs custom map, AEM 5-bar MAP sensor, battery relocated to boot space, Neverneverman modified catch tank, Buschur Racing half-width radiator with 16An fittings, Q45 90mm throttle body, Borg Warner S400SX turbocharger with Zircotec coating, Sheepy Built Garrett cored 4.5in front-mounted intercooler, Norris Designs 3.5in intercooler pipework, twin Precision 46mm wastegates, Sheepy Built custom exhaust manifold with top-exit exhaust and screamer pipes

PERFORMANCE

1067.7bhp, 760lb ft torque @ 3bar

TRANSMISSION

All-wheel drive, Clive Walpole strengthened five-speed manual gearbox comprising Evo IX first and fourth gears, shot-peened gearbox internals, cryogenically treated gearset, 4.11 final drive ratio, strengthened transfer box (cryogenically treated internals, backlash tolerances set, enlarged case), strengthened rear differential with additional plates, Exedy triple plate clutch, standard propshaft, Driveshaft Shop Stage 5 rear driveshafts, uprated hubs and studs, uprated CVs, Ross Sport North and South bar, standard front and rear transmission cradles, HEL clutch lines

SUSPENSION

Stance Pro Comp 3 adjustable coilovers with Swift springs and remote reservoirs, raised rear ride height, lowered front ride height, anti-roll bar deletion

BRAKES

AMS Performance Wilwood four-piston front calipers and discs, Brake Man drag two-piston rear calipers and discs, CNC Staging hydraulic handbrake, HEL brake lines, custom servo deletion kit

WHEELS & TYRES

7x15in Rota Slipstream alloys painted black, 10mm (front) and 5mm (rear) spacers, Mickey Thompson ET Drag 24.5x8x15in slicks

EXTERIOR

FQ-400 factory paintwork, custom tubular front end, carbon-fibre bonnet, Seibon carbon-fibre rear boot lid and drag spoiler, modified front and rear bumpers, boot floor removal, plastic door windows with front sliders, front and rear window wiper deletion, headlight deletion, custom headlight recess covers, ABS brake duct covers, external mirror deletion

INTERIOR

Stripped cabin, single Kirkey racing seat, Sabelt five-point safety harness, gutted doors, dashboard deletion, MoTeC CDL3 digital data logger, shift light and GPS, OMP flat-bottom steering wheel, raised gear stick, custom switchboard

THANKS

Norris Designs for the engine work and mapping, Clive Walpole for the transmission upgrades, Conrad Bradley for various parts, Ross Sport, Spark Tech for the ignition kit, Dave Rowe for the fuel injectors and various sensors, Summit Racing for fuelling components, Sheepy Built for the fantastic exhaust manifold kit and intercooler, my friends and family for putting up with me during the build!



paradise. 'The reworked head began to lift away from the block while it was on the rollers!' cries Dave. 'Unfortunately, the engine has also suffered from the occasional episode of oil starvation. It's a problem that has resulted in big-end damage on more than one occasion, and I'm resigned to the fact that I'm going to have to invest in a dry sump system if my car is to perform to the best of its abilities,' he says.

Not that this incredible FQ-400 is a slouch. Running on what Dave claims to be only 75% of its potential, his mental Mitsubishi managed a respectable 9.69-second run at Santa Pod before yet another mapping session that has resulted in an awe-inspiring 1067.7bhp and 760lb ft of torque at 3bar of boost!

With so much power at its

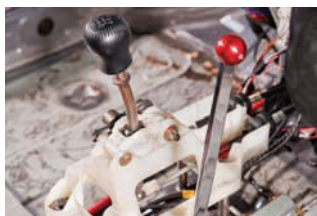
disposal, the car's braking and handling capabilities have been revised in order to slow it effectively while also ensuring that it can maintain speed in a straight line. A raised rear ride height and Stance Pro Comp 3 adjustable coilovers with remote reservoirs take care of the suspension, while a custom servo deletion kit and a CNC Staging hydraulic handbrake work alongside drag-spec Wilwood four-pot front stoppers and Brake Man twin-piston rears. That's not exactly your standard-issue Evo apparatus!

Dave is determined to improve upon his FQ-400's impressive quarter-mile times, and he's planning to install a dog-leg gearbox, wider slicks and carbon-fibre doors (as well as the aforementioned dry sump kit) in a bid to help him better his performance at the 'Pod. He

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reckons that there's a mid-eight waiting to burst free from his awesome Evo, and he admits that he's not afraid to make even bigger changes to the DNA of his car if doing so enables it to beat its previous achievements. Just don't expect to see this limited edition Lancer return to a factory state of tune any time soon! **JR**



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PUSHING THE LIMITS

EVERYTHING ABOUT THIS HOMEBUILT ROAD-LEGAL RACER IS EXTREME. FROM THE WILD AERO TO THE BIG-BOOST ROTARY UNDER THE BONNET, AND IT ALL REFLECTS THE MAN BEHIND THE WHEEL...

WORDS: DAN GOODYER PHOTOS: LAURENS PARSONS



Twenty-six-year-old Steve Putt from Plymouth is completely mad on motorsport. More specifically, he's obsessed with constantly evolving his Mazda RX-7 to be faster, wider, and more unique. Although if you look at his

personal Facebook page, you'll see only the occasional car post. The rest of his page is full of videos of Steve doing backflips from cliffs or skiing barefoot. He's an extreme sports, extreme lifestyle kind of guy, and his wild slick-shod

racer reflects this.

Log on to the CP Racing Facebook page however, and you'll see this – the most eye-catching RX-7 we've seen for some time. A wide-arch, matt silver beast that has been tweaked continuously since

Steve bought it way back in 2007. Over the years Steve, with occasional help from his dad Chris and his friend Geoff Cock, has transformed the car on his driveway. All the major modifications you can see were carried out at home, from engine builds and mapping to the custom aero-equipped bodywork. Steve has invested an estimated 2,000 hours working on his car. In doing so

**CUSTOMISE IT
STEVE'S CAR IS COVERED IN
CUSTOM PARTS. HIS
COLLABORATION WITH FORGE
MOTORSPORT RUNS
THROUGHOUT THE CAR. THE
USUAL SCENARIO IS STEVE
DESIGNS THE PARTS AND CREATES
A DUMMY PIECE IN THE RIGHT
SIZE AND SHAPE BEFORE FORGE
RECREATE IT IN THE APPROPRIATE
MATERIAL - LIKE THE CUSTOM
V-MOUNT INTERCOOLER AND
RADIATOR SETUP. ITS A SIMILAR
STORY WITH THE CUSTOM
EXHAUST MANIFOLD COMPLETE
WITH TWIN EXTERNAL
WASTEGATES. WHILE EVERY HOSE
ON THE CAR IS BRAIDED HOSE
TECHNIK LINES AND FITTINGS.
STEVE THEN MEASURED, CUT AND
ATTACHED ALL THE PIPEWORK
HIMSELF ON HIS DRIVEWAY**

he's learned new skills, met new friends at the race track and has amassed a multitude of awesome memories that he will never forget.

But before we start looking over the car, a brief history lesson: Steve initially started modifying the car for the road before quickly becoming interested in drifting. He enjoyed going sideways but, soon enough, he found it wasn't fast enough for him. As his car became more powerful, he found himself wanting to exploit that speed, not scrub it off by going sideways. So he began racing. He started off with a couple of years in the Castle Combe GT series, before moving on to the Arrowpak Eurosaloons, where he's been racing successfully for the past three years.

Steve adds: 'I started in the Castle Combe GT series because all 11 races in the calendar are at Castle Combe. As a novice racer, this helped

me concentrate on learning race craft rather than learning a new track at every outing. It worked, too, as I learned a lot from that series. I finished third in my debut year, and third again in my second year. When

specs, several turbos and plenty of different rubber. As wild as it looks, Steve admits his car is pure 'form over function' – everything is there for a reason. As is often the way, he's ended up with a car

'I JUST TRY TO MAKE THE CAR GO FASTER AND THEN DRIVE THE WHEELS OFF THE THING'

I moved across to Eurosaloons, I couldn't afford to go testing like most of the people I was racing, so I would literally learn the track during qualifying and then try to steam through the field as I got comfortable knowing where the track went!'

Over the years Steve has tried many different engine

that looks stunning as a result. Steve wasn't even set on any particular colour: 'The matt silver wrap was chosen for me by one of my sponsors, Zillalife. I just concentrate on making it go faster and driving the wheels off it. The aero is there to make it stick to the track; the wide arches to accommodate the





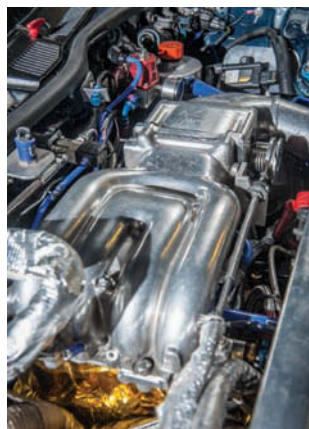
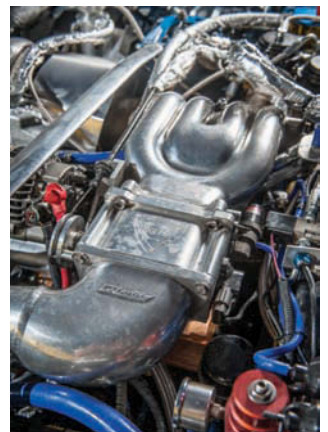
wider rubber and all the vents in the front bumper are sealed to supply the intercooler and large oil cooler more efficiently. I really like how it's ended up looking though.'

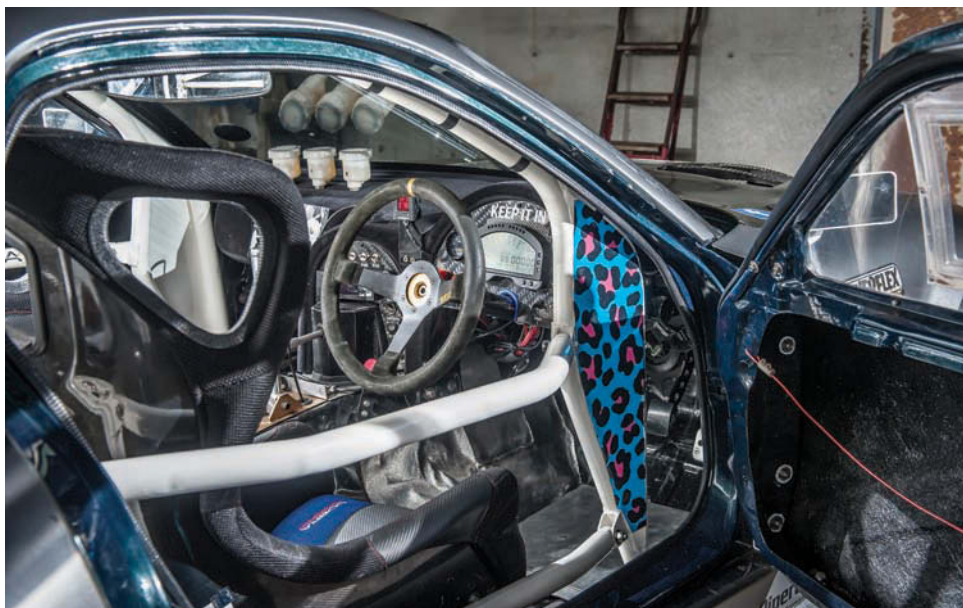
So do we. Those wide arches that Steve mentions have evolved over the years

too: 'I bought a set of 10x18in Rota GTR wheels and put 285/30/18 tyres on them all round. With a few exceptions, people who modify RX-7s in the UK are generally fairly conservative about tuning their cars. The engines usually have big turbos running under a bar

of boost, and 285s are often the widest people will go to on the rear, let alone on the front. Thing is, you can really feel the difference on track with the wider rubber up front, especially under braking. But the tyres fouled the arches, so I cut them back and bought a

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'I'M NOT KEEN ON GUESSING POWER FIGURES BUT I'D SAY AT 1.4BAR OF BOOST IT MUST BE MAKING AROUND 580BHP'

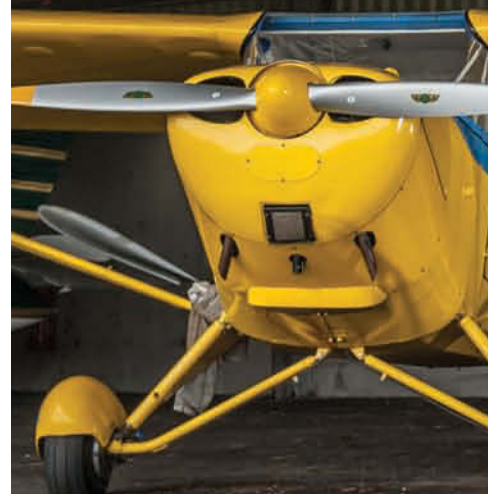


few sets of Mk1 Escort bubble arches... you know, the ones they have on the rally cars? I literally screwed them in place.'

Steve continues: 'If I had any contact, I literally used to unscrew the damaged one and screw a new one on. It didn't look the best though. On the rear I've now got some custom arches that I made. I bought some aftermarket overfenders but they weren't wide enough, so I used them as the base and then extended them further using filler. Once I'd got it how I wanted, I took a mould so I could make them out of glassfibre. Now I always have a new pair waiting in the pits, just in case I need them.'

In fact, there are very few 'off-the-shelf' parts on Steve's car. Take the fuel tank for example. Steve knew he was going to create a large rear diffuser, so he designed a custom fuel tank shaped like a wedge of cheese to give him clearance under the boot floor. However, the way he designed it might surprise you. 'I built it out of wood,' laughs Steve before continuing: 'I'm not particularly great at making pictures on a computer but I can make things. So I literally built a wedge-shaped box and sent it to Forge Motorsport in the post so they could replicate it.'

It's also the reason that the custom 4in exhaust system exits so high up at the rear,



between the rear lights. With no fuel tank or exhaust to get in the way, Steve has been able to build the mother of all rear diffusers, matched by that massive rear wing to give lots of rear downforce. It's balanced at the front by a deep front splitter that runs all the way back down the length of the body. Again, Steve fabricated this flat-floor on his driveway at home, and it's taken several evolutions to get right. This latest version now has vents to let heat escape from around the differential and brakes, and can also be removed quickly. The benefit of the flat-floor is it pulls the body down into the track, it also speeds up the air entering the diffuser to make that more effective, too.

Steve adds: 'A lot of the modifications have been done to make the car easier to work on. When you're racing, things break and people crash, so you have to be able to work fast in the pits. Take the rear differential for example. I've cut a small hatch in the boot floor, so I can unbolt the diff and slide it out through the rear arch. That means if I have a problem with the diff or want to swap the ratio, I can replace it in about 45 minutes rather than the usual three hours or so.'

Talking of LSDs, this is another area Steve has tried and tested. He has several to choose from now, all with different final-drive ratios. He

now uses a KAAZ 1.5-way LSD, although he started out racing on a 2-way. He adds: 'The 2-way was on the car from my drifting days and for a long time I thought it was quite twitchy but didn't really have anything to compare it too. I've also used factory LSDs, everything from a 3.9 final-drive taken from an automatic car, to a really short-geared 4.7 that made the engine feel like it had an extra 100bhp. These days I use a factory 4.4 ratio because it suits the ratios of the new gearbox, and the 1.5 way LSD has really lowered my laps times. I especially feel the benefit during braking, the car is much more stable but still has the traction out of corners.'

It's no surprise he has lots of traction with huge 315-section slicks on the rear 12in wide wheels! Although when Steve mapped the car on the street recently, things were a bit different: 'It was on R888s, ever so slightly damp and was spinning the tyres in fourth! The funniest thing about it was my dad was driving. I was saying: 'I need you to keep your foot in 'til the redline'. I can't repeat his reply, or the speeds we were doing!' he laughs.

This is the first year that Steve has built the engine and mapped it himself. Before now he's used several tuners but always had issues with reliability around the 450bhp mark. So this year he bit the

bullet. He bought an instructional DVD on how to rebuild engines, watched it several times over and then bought a scrap engine that was down on compression from a breaker's yard. He measured the compression, stripped it down, rebuilt it and then checked the compression again to make sure he'd done it right. After some more practice, which included extensive testing of various Dremel attachments for the porting procedure, Steve set about creating a large bridgeport. So large in fact that he cut into the water jacket on his first attempt and had to throw it away!

Still, that's how you learn and Steve isn't afraid to have a go. He's built several now, for both himself and a couple of customers and friends. All with excellent results. Steve explains that he takes inspiration from his dad Chris who, as an engineer himself, had Steve in a set of overalls from an early age. Steve is still a self-employed engineer today, having carried out his apprenticeship building super yachts. He's also built up friendships with several knowledgeable rotary enthusiasts from around the world thanks to the RX-7 Internet forums. This has proved to be extremely valuable. Take the apex seals for example, a recommendation from contacts in both Canada

STUNNING STOPPERS

AN IDEA THAT IS SO OBVIOUSLY SIMPLE IT HAS MORE THAN A WHIFF OF GENIUS ABOUT IT, STEVE HAS FITTED AN AFTERMARKET FRONT BRAKE KIT ON THE REAR. IT HAPPENED WHEN STEVE WAS REPLACING HIS 6-POT, 365MM KAZ FRONT BRAKES WITH AN 8-POT, 390MM MINOTAUR RACING KIT. HE LOOKED AT THE 6-POTS HE WAS REMOVING OFF THE FRONT, LOOKED AT THE REAR AND THOUGHT 'WHY NOT?' STEVE GOT SOME MOUNTING LUGS AND WELDED THEM ONTO THE REAR HUBS. TOO MUCH REAR BRAKING POWER? ON THE CONTRARY, THE CAR NOW DECELERATES LIKE NOTHING ELSE, ESPECIALLY WITH THOSE HUGE TYRES GRABBING THE ROAD

SWIFT SHIFTER

STEVE RECKONS ONE OF THE MOST EFFECTIVE MODIFICATIONS ON THE CAR IS THE GLEBE 6-SPEED SEQUENTIAL GEARBOX, ADDING THAT HE BOUGHT IT FOR A SONG WHEN THE CREATOR OF A TIME ATTACK RX-7 SOLD HIS CAR OFF IN PARTS BEFORE IT EVEN TURNED A WHEEL. HE PAID FOR IT IN TIME THOUGH, AS STEVE HAD TO REMOVE IT HIMSELF. SURPRISINGLY, HE WAS TWO SECONDS A LAP SLOWER ON HIS FIRST DRIVE WITH THE SEQUENTIAL 'BOX! STEVE ADMITS HE WAS A BIT CONCERNED AT FIRST, BUT WORKED OUT HE NEEDED TO ALTER HIS DRIVING STYLE TO GET THE MOST FROM IT. BEFORE LONG HE WAS HEADING IN THE RIGHT DIRECTION, GOING TWO SECONDS A LAP FASTER THAN HIS PREVIOUS BEST AROUND CASTLE COMBE. GEAR-CHANGES ONLY REQUIRE A FIRM TUG ON THE SHIFTER NOW, ACCOMPANIED BY A SATISFYING MECHANICAL 'CLUNK' AS THE DOG GEARS ENGAGE

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ENGINE

Large bridgeported 13B-REW Wankel rotary engine built and mapped using an A'PEXi Power FC by Steve Putt, Garrett GTX-4294R turbo mounted on a custom tubular manifold, custom 4in downpipe and boot-exit exhaust system, twin TiAL 44mm water-cooled external wastegates, Forge Motorsport custom v-mount radiator and intercooler system, A'PEXi AVCR boost controller, 1,650cc primary fuel injectors, 550cc secondary injectors, KG parts fuel rail, Aeromotive fuel pressure regulator, 90mm throttle-body, Forge Motorsport dump valve, siliconehose.com hoses, Hose Technik stainless steel braided fuel and oil lines, Magnecor HT leads, Minotaur Racing oil catch tank, Minotaur Racing 32 row single oil cooler conversion, aluminium pulley kit, aluminium engine mounts

TRANSMISSION

6-speed sequential Glebe dog-engagement gearbox, Dragon Performance gearbox brace, HKS twin-plate clutch and lightweight flywheel, custom power frame, custom propshaft, 1.5 way KAAZ limited slip differential, Dragon Performance differential brace, Minotaur Racing differential cooler

WHEELS & TYRES

10X18in Rota GTR front wheels, 12x18in Rota GTR-D rear wheels wrapped in Dunlop competition wet tyres or Michelin slicks

SUSPENSION

BC Racing ER-series coilovers, Racing Beat anti-roll bars, front and rear strut braces, fully polybushed, rose-jointed rear suspension arms

BRAKES

8-pot calipers and 390mm discs from Minotaur Racing up front, 6-pot KAZ calipers and 365mm discs on the rear, Ferodo race pads all round, hydraulic handbrake, remote servo

EXTERIOR

C-West front bumper, custom front splitter, custom lightweight carbon-fibre bonnet, custom GRP wide front arches, heated front screen, carbon-fibre roof scoop, GRP doors, custom wide rear GRP arches, Lexan windows and rear screen, carbon-fibre spoiler mounted to chassis, flat-floor conversion, large rear diffuser, side skirt brushes

INTERIOR

Cobra Evolution Pro bucket seat, Cobra harness, Sparco steering wheel, Aim MXL data logger digital dash, 6-point rollcage, custom wiring loom, Lifeline automatic fire extinguishing system



and New Zealand. They're rotary aviation 'super seals' – cryogenically treated so they're tough but also designed so they won't break up and score the housing if they fail. It's 'inside info' like this that helps build reliable engines that can stand up to boost abuse.

Steve adds: 'I wanted to stretch the boost levels and rpm of the engine. Making a huge generalisation, RX-7 owners in the UK tend to be fairly cautious when it comes to tuning. I always want to push the limits, whatever part of the car it is, and it's the same with the engine.'

So how much power does it make? Well, we're not sure because Steve hasn't put the current setup on the dyno to record a power figure, but it's a lot. He maps the car on the road, it goes well and is proving to be reliable, so that's enough for him. When he first bought the car it still had the original twin-turbo sequential setup.

Steve quickly carried out a non-sequential conversion for around 300bhp, got bored and went for a TD04 that made around 400bhp. Got bored again and went up a size, fitting a huge HKS T51R turbo that helped make about 500bhp. Then Garrett came on board as a sponsor...

'They supplied me with a pair of GTX-4294R turbos at the start of the season. I'm so grateful to all my sponsors. Although I've built the car on my driveway, I honestly couldn't have done it without their continued help and support. The new turbo is a work of art. It spools up rapidly and gives a much bigger shove in the back than the T51 ever did. I'm not keen on guessing power figures but I'd say that at 1.4bar boost it must be making around the 580bhp mark.'

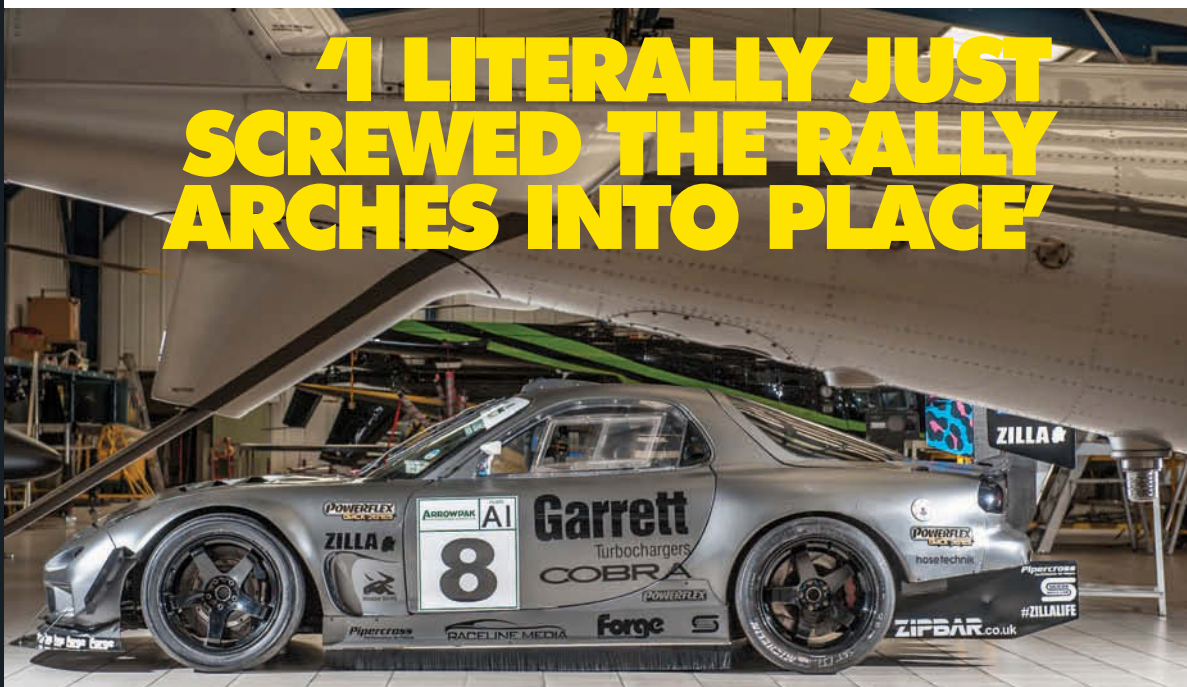
That's more than enough power to make this lightweight racer on slicks even faster than you'd imagine. It sounds insane

FOUR MICHELIN STARS
STEVE SAYS HE'S FALLEN IN LOVE WITH MICHELIN SLICKS THIS YEAR. PREVIOUSLY, HE'S SWORN BY DUNLOP SLICKS THAT HE THOUGHT WERE PERFECT, POINTING OUT HOW SOFT AND STICKY THEY WERE. HOWEVER, AS THE CAR GOT FASTER AND IN PARTICULAR THE AERO MORE EFFECTIVE, THEY STARTED GOING OFF MUCH FASTER TOO. SO AFTER FLIRTING WITH SOME AVONS, STEVE ADMITS HE TOOK A GAMBLE ON A SET OF USED MICHELIN SLICKS FROM A PORSCHE CARRERA CUP LE MANS RACER. HE'S BEEN BLOWN AWAY BY HOW THEY STUBBORNLY CLING TO THE TRACK, REGARDLESS OF HOW AGGRESSIVE HE IS IN THE BENDS

too, but Steve wants even more. Plans are afoot to take the whole project to the next level. We're sworn to secrecy about the details, but what we can say is it's going to be big. Literally.

Make sure you follow Steve on his CP Racing Facebook page as he continues to push the boundaries of FD3S RX-7 tuning. There's a very good chance this won't be the last time you see this car in Japanese Performance. **UP**

I LITERALLY JUST SCREWED THE RALLY ARCHES INTO PLACE'



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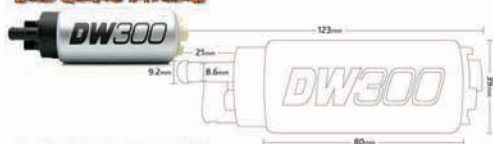


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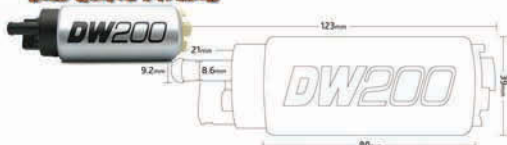


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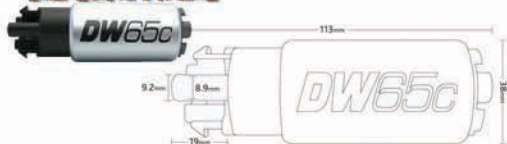
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The chances are that an image of the KPGC10 GT-R will be the first thing that pops into your head if we ask you to bring to mind a vintage Nissan Skyline. That's an understandable reaction, for the 'Hakosuka' hero is the stuff of legend. It's also a car that features high on the automotive bucket lists of petrolheads worldwide, but the model's scarcity – not to mention a reluctance on the part of lucky owners when urged to part with

their prized possession – means that this fabled four-wheeler will more-than-likely remain the stuff of fantasy for the vast majority of those whose blood has its own octane rating.

Fret not, however, as – contrary to popular belief – there are other classic Skylines that ooze just as much old-school cool as the 'box sky' belter. Moreover, many of them are advertised as available for purchase with comparatively

reasonable price tags, particularly if you're happy to own a car without a GT-R badge.

Dutch sign writer, Carlo de Grundt, is one of many Japanese car fans that has familiarised himself with Nissan's back catalogue of super Skylines, although we were surprised to hear that his interest in Oriental machinery followed a spell behind the wheel of some of Henry's finest. 'I was a Ford fan through and through!' he laughs. 'My first car was an Escort

Cosworth. It was a brilliant motor, but I was reluctant to modify what is rightly regarded as one of the jewels in the European Blue Oval crown. Ultimately, I decided to sell it in favour of a '92-plate RS2000. This was a 'Scort that I didn't need to treat with kid gloves, and I enjoyed updating its wheels, exterior trim and engine before being alerted to the merits of the second generation Suzuki Swift,' he says.

A whole world of Japanese motor modification was opened

TAKE FIVE

CARLO DE GRUNDT'S FIFTH-GENERATION SKYLINE MIGHT NOT HAVE A GT-R BADGE STUCK TO ITS TAIL, BUT THAT DOESN'T STOP IT FROM LOOKING EVERY BIT AS AWESOME AS ITS FAMOUS 'HAKOSUKA' FOREFATHERS...

WORDS: DAN FURR PICS: RONALD VETH



up before him, and Carlo dived straight in with a Swift GTi restomod project that involved the installation of a JDM Cultus engine equipped with high compression pistons, reprofiled camshafts, a four-into-one exhaust manifold, Mikuni race carburetors, an uprated clutch and a lightweight flywheel. A first generation GTi soon joined it on the de Grunt driveway, but a need for a car (or three) with greater load-lugging capabilities saw both Swifts sold in order to

make way for a triplet of Mitsubishi Galants.

'I tried my hand at vinyl wrapping as soon as I'd obtained the keys to my first Galant,' recalls Carlo. 'I chose a matt white finish, and I lowered the car's ride height after fitting a set of aftermarket alloys. I also wrapped the second Mitsubishi. Both cars looked great, but I'd perfected my technique by the time that I'd finished covering the third car in the brushed steel effect vinyl that it continues to

wear to this day. I was thrilled with the results, and I now offer custom wraps as a core part of my sign writing and sticker printing business,' he says.

The Galants might have looked the part, but even the oldest example in Carlo's custody was eleven years younger than the Mk1 Swift that came before it. He was keen to get hold of another retro ride, and he soon found himself handing over his hard-earned cash in exchange for a 1975 Datsun

120Y. This latest addition to the fleet was intended to be the subject of an SR20DET engine swap, but a vigorous poking and prodding of the car's chassis revealed a significant amount of corrosion and a desperate need for fresh metal. Reasoning that it needed to be subjected to a thorough restoration before any changes could take place, Carlo mothballed the project and began his search anew.

In his quest for a slice of Japanese automotive history,

'I REALISED THAT I HAD AN OPPORTUNITY TO PURCHASE A JAPANESE CLASSIC'



he'd been made aware of the importance of the C10 range of Skylines – including the first GT-R to wear the badge – and not just for their distinctive looks. Aimed at a youth market that had grown up in the company of cars (the first generation in Japan to appreciate four-wheelers as forms of enjoyment rather than as a means of transportation), the range included a groundbreaking four-wheel independent suspension system with rear trailing arms designed to provide stability and responsive handling at speed. Superior styling that incorporated a 'surf line' across the rear wheel well encouraged its now-familiar 'Hakosuka' nickname, and the 160bhp GT-R edition blew everyone away with its stripped-down interior and its race-car derived, inline-six, twin-cam S20 powerplant. Yup, the badge that would represent the very best technology and performance that Japan's motoring industry had to offer was born just as the world was saying 'Sayonara' to the 1960s.

Nissan managed to rack up an astonishing number of touring car victories with their aggressive GT-Rs, and the dominance of the

model in the golden age of Japanese motorsport ensured that a succession of cars bearing the badge would sell in huge volumes over the decades that followed. It's a legacy that can be traced right through to the manufacturer's R35 GT-R offering of today, but there are classic incarnations of the sensational Skyline that shouldn't be dismissed simply because they weren't born wearing their sportier sibling's famous three-letter emblem...

'I spotted an advertisement for a 1980 Datsun C210 that was offered for sale by a Nissan enthusiast right here in the Netherlands,' continues Carlo. 'I wasn't entirely sure what the car was at first, but a quick Google search revealed it to be an incredibly rare fifth generation Skyline with a fuel injected, 2.4-litre, inline-six that helped it to match the power of its turbocharged JDM stablemate!' he grins.

Introduced in 1977, the seldom-spotted C210 Skyline was exported to Europe with a dishy Datsun badge, and it was sold without a corresponding GT-R version that would

otherwise have boosted its profile. Nevertheless, it proved to be popular in its native Japan, where an example of the flagship turbocharged variant stole the limelight in a typically corny period cop show. Known for its frequent on-screen car chases, this star of the small screen captivated the attention of young and old alike, and Nissan seized the opportunity to claim that the C210 was the finest car ever to be produced in the Orient. This earned the model its 'Skyline Japan' nickname, and examples boasting more comfort and technology than their predecessors were soon being shipped overseas.

Realising that he had the opportunity to acquire a desirable Japanese classic, Carlo wasted no time in arranging to collect the car. Sadly, its bodywork had seen better days, and its sills, doors, bonnet and rear wheel arches were showing telltale signs of the early onset of corrosion. Understandably, he was reminded of the horrors that he'd found lurking deep within his 120Y, yet the C210's interior and engine were in excellent condition, and he reasoned that a

IT'S A FAIR COP!
WITHOUT A GT-R VERSION OF THE C210 TO COMPETE WITH IN DOMESTIC MOTORSPORT PROGRAMMES, NISSAN TURNED THEIR ATTENTION TO JAPAN'S LIVING ROOMS. IN AN INSPIRED MOVE, THE COMPANY BECAME THE SOLE VEHICLE PROVIDER FOR TELEVISION COP SHOW, SEIBU KEISATSU, WHERE A DUO OF NO-NONSENSE DETECTIVES CHASED DOWN THE BAD GUYS FROM WITHIN THE CONFINES OF A BLACK-AND-GOLD TURBOCHARGED EXAMPLE OF THE MANUFACTURER'S FLAGSHIP OFFERING. THE SHOW WAS CELEBRATED FOR ITS HUGE OUTLANDISH CAR CHASES (THE PRODUCERS MANAGED TO DESTROY CLOSE TO 5000 CARS DURING ITS FIVE YEAR RUN!), AND THE C210 FORGED A REPUTATION AS A TECH-LADEN ROAD-RACER CAPABLE OF KEEPING UP WITH MORE POWERFUL MACHINERY. CRUCIALLY, THE CAR WAS A BIG HIT WITH TV AUDIENCES, AND IT WAS SOON AWARDED THE 'SKYLINE JAPAN' NICKNAME THAT MANY RECOGNISE IT BY TODAY. THIS SHORT CLIP OF THE SHOW MIGHT BE LIGHT ON C210 COVERAGE, BUT IT'S SURE TO BE THE BEST THING YOU SEE ALL YEAR: WWW.YOUTUBE.COM/WATCH?v=007UKE3DJ_A

light restoration was all that would be required before he could engage in the fun of personalising his new ride.

'My business experienced unprecedented demand for its services almost as soon as I'd bought my Skyline.

STICKY FINGERS
CARLO STARTED HIS BUSINESS, STICKYSTICKERS, IN EARLY 2009 FOLLOWING AN ALTERCATION WITH HIS PREVIOUS EMPLOYER. 'I WAS SICK OF TRAVELLING A MILLION MILES INTO THE OFFICE EACH DAY ONLY TO BE ON THE RECEIVING END OF A MOUTHFUL OF ABUSE FROM A DOUCHEBAG OF A BOSS WITH AN ATTITUDE PROBLEM!' HE CHUCKLES. SINCE THAT TIME, HE HAS SEEN HUGE DEMAND FOR HIS CAR WRAPPING SERVICES, AND HE HAS COVERED A WIDE VARIETY OF JAPANESE MOTORS IN CUSTOM VINYL LIVERY. YOU CAN SEE SOME OF HIS RECENT WORK AT THE STICKYSTICKERS WEBSITE: [HTTP://STICKYSTICKERS.NL](http://stickystickers.nl)



ENGINE

Standard 2.4-litre L24E inline-six, 240Z alloy radiator

TRANSMISSION

Factory three-speed automatic transmission, 280Z R200 differential

SUSPENSION

K-Sport coilovers, bespoke lower control arms, Powerflex bushes throughout

BRAKES

Silvia S13 front brake hub and caliper conversion, factory rears, performance discs and pads

WHEELS & TYRES

8x15in (front) and 9x15in (rear) polished Hayashi Rota Shakotan BM8 replicas, ETO offset, Yokohama S-Drive 195/55/15 tyres

EXTERIOR

Two-door coupe, full respray in gloss black, matt white vinyl wrap, restored exterior panels (sills, doors, bonnet, wheel arches), GT-R-style flared wheel arch extensions, JDM front lower spoiler, JDM rear ducktail spoiler, JDM Type 2 C211 taillights, new JDM rear quarter panel badges, GT-Kaï grille emblem, JDM subway ring bumper garnish

INTERIOR

Factory black upholstery, front and rear power windows, Nardi steering wheel, JVC head unit, vintage Technics speakers mounted in parcel shelf

THANKS

Wesley de Grunt for mental support and assistance throughout the project, Roy van Deursen at Roy's Auto Paint for the bodywork and respray, Sebastiaan Kuipers for help during the restoration (especially the welding), and to Rik Boellen for selling me such an awesome car. I love it!



Consequently, the required remedial work was staggered across a tiring twelve months before I was in a position to play with the car's appearance. However, I pounced at the chance to replace its tired silver paintwork with a fresh coat of gloss black as soon as the welding work was complete,' he smiles. Not that its new topcoat was to remain on display for long. 'I'd always intended to wrap the car in the same matt white vinyl that I'd used on my first Galant, but there's every chance that I'll change its colour again at some point in the future. A strong black base is the perfect foundation to play with when applying vinyl of any colour, and that's why I chose not to paint the car white before wrapping it,' he confirms.

GT-R edition exterior trim and various aftermarket body parts were soon winging their way to the Netherlands from all over the world; headlight covers were shipped from Australia and Thailand, spoilers came direct from Japan, while styling components from Great Britain, Kuwait and Malaysia found

themselves forming a healthy stockpile on Carlo's garage floor. A set of staggered fitment 15in Rota Shakotan BM8 replica rims wrapped in Yokohama rubber soon joined the party, and the wheels were bolted into place following the installation of K-Sport coilovers, bespoke lower control arms and a Nissan Silvia S13 front hub and brake caliper conversion. Powerflex bushes followed thereafter, and Carlo strengthened his car's transmission with an R200 differential pulled from the guts of an accident-damaged Nissan 280Z.

His C210's tidy interior was left exactly as he bought it, although it has recently become the home of a three-spoke Nardi steering wheel. There are further updates planned, but the most pronounced change to the car will be seen in the form of a 2.8-litre Patrol powerplant mated to a five-speed 240Z gearbox. 'I'm going to fit triple DCOE Weber carbs and MSD standalone management before dropping the lot into my Skyline's engine bay. I can't wait to start work on this next phase of the project!' he says.

ON THE BUTTON THE GADGET-RICH INTERIOR OF THE C210 REFLECTED JAPAN'S MOVE TOWARDS TECHNOLOGY AND COMFORT ORIENTED CARS IN THE FACE OF CONTEMPORARY EMISSIONS AND OIL CRISIS CONCERNS. IN THE MAIN, THIS WAS WHY THERE WAS NO GT-R EDITION, BUT BUYERS WERE REWARDED WITH INSTRUMENTATION AND BUTTONS THAT SPREAD ACROSS THE DASHBOARD, CENTRE CONSOLE AND OVERHEAD PANELS OF THEIR NEW CARS. ENGINE OPTIONS INCLUDED A 2.0-LITRE TURBO'D INLINE-SIX, AND AN EXPORT MODEL BADGED AS A DATSUN WAS POWERED BY A 2.4-LITRE, FUEL INJECTED INLINE-SIX. IT IS THIS VERSION THAT CARLO HAS IN HIS POSSESSION TODAY

The C210 might not be the quickest Nissan in the world, and it certainly isn't the most celebrated model in the Skyline range, but Carlo's pride and joy proves that you don't need a GT-R badge in order to pilot a cool Japanese classic with looks to die for and the potential to pack a lot of power. With that in mind, we're excited to see this fantastic car propelled by its new engine, and we're told that it's already wearing a revised wrap that includes custom side stripes. That old saying must be true: the Skyline's only rival is the Skyline! 🇯🇵

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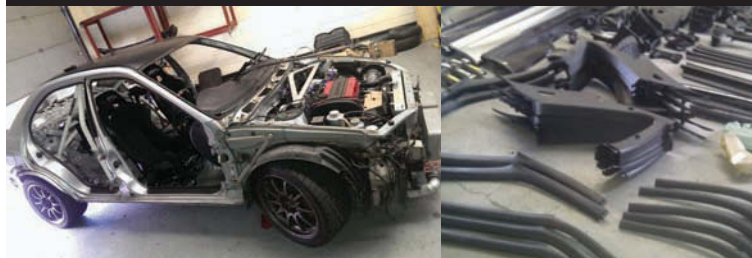
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ARE YOU SITTING COMFORTABLY?

SEATS ARE NOT JUST SOMETHING YOU SIT ON, BUT ARE ALSO CRUCIAL FOR GETTING THE MAXIMUM PERFORMANCE FROM YOUR CAR AND KEEPING YOU SAFE IN A CRASH. IGNORE THEM AT YOUR PERIL...

Unlike some products on the market that seem to shout their presence and desirability from the rooftops, seats can often be an overlooked area of performance tuning. After all, every car, whether it's a 1.1-litre happy shopper hatchback or the very latest squillion horsepower hypercar, has at least one, if not more seats. Obviously some cars have better seats than others, be that in their looks, supportiveness or their build quality, but even though the factory seats may be pretty comfy perches for your pert posterior, they may be far from ideal when it comes to maximising your car's potential and ensuring your safety should the worst happen and you have an accident. *Japanese Performance* has spoken to some of the leading aftermarket seat suppliers in the country to find out more about the science of seats and how the right aftermarket seat can radically transform, not just the looks and safety of your car, but also the performance.

WEIGHT

One of the first things that you will notice when comparing factory fitted seats with aftermarket seats is the weight difference. Most manually adjustable OE reclining seats weigh around 15kg each, and a lot more if they feature electrical operation, airbags and other electronic gizmos. Compare that to an aftermarket recliner which generally weighs in at around 11kg, and that's a

saving of eight kilos across a pair of seats. FIA approved race seats (FIA stands for the Fédération Internationale de l'Automobile and is a governing body for motorsport) can weigh as little as 4.5kg, which is the weight of Cobra's BTCC seat as used in Matt Neal and Gordon Shedden's Civic Tourer racers.

The main reason for the drastic reduction in



weight is partly down to size – an aftermarket seat is generally slimmer in width and thickness than a factory seat – but is also down to the materials used in their construction.

Unlike factory seats which are made from a heavy pressed-steel frame with wire supports for the foam cushioning, aftermarket seats are constructed using lightweight steel tube, which is heated and CNC bent on a jig to form the frame of the back and base of the seat. Once cooled the frames are powder coated and sent to be foamed. The foam is a high-density injection moulded foam creating the best combination between shock absorption and comfort.

These foam-covered frames are then fitted with covers made from an assortment of fabrics – depending on the customer's requirements – and trimmed for a perfect fit.

Many fixed bucket seats, including race seats which require FIA approval, do not use a metal frame but are made using a composite shell which can be made from either Glass Reinforced Plastic (GRP) Kevlar, or carbon-fibre. These seats use much less padding so the shape is much more critical to achieve the required comfort and safety levels. These types of seat use a mould, which is used to shape the layers of composite material that make up the seat. GRP is used in conjunction with special uni-directional and bi-axial fabrics in high stress areas to ensure strength. The bi-axial fabric is an aramid glass weave with a Kevlar trace, which means they are literally bulletproof!

The manufacture of carbon shell seats is different. These are pre-pregnated. The carbon fabric is impregnated with epoxy resin that is kept in a deep freeze to stop it curing. The fabric is then cut in tacky form and worked in and then vacuum bagged into shape. This then goes into an autoclave (a pressurised oven at three times atmospheric pressure with a heat of 180 degrees C). The resin is then sucked out under pressure, which gives you high structural integrity. Only the smallest amount of resin is used to ensure the lightest weight. If the seat is then to feature trim, it will be foamed and trimmed in much the same way as the steel framed seats.



SUPPORT

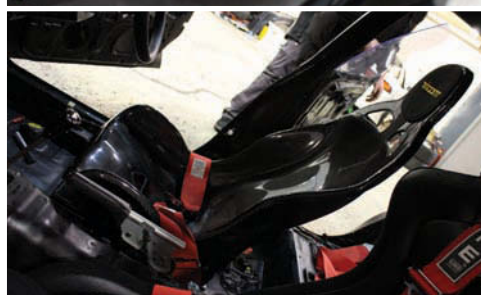
When a manufacturer designs the seats for a new car, they have to allow for a whole host of body shapes, sizes and weights, plus make sure people can get into and out of them easily and feel comfortable on long journeys. They also have to be able to make them quickly and as cheaply as possible. As modifiers, we are more interested in how a modification can improve performance and would rather sacrifice the more mundane concerns, and be willing to shell out more, in search of a more focused product. When it comes to seats, one of the primary concerns from a performance point of view is support. How well a seat supports you when

HARNESSES

HARNESSES ARE AVAILABLE FROM THE LIKES OF LUKE, SCHROTH, WILLANS AND TAKATA AND ARE MADE FROM SPECIALLY DESIGNED WEBBING AND COME IN VARIOUS COLOURS AND THICKNESSES. THE BASIC THREE-POINT OR FOUR-POINT ECE-APPROVED HARNESS (ECE IS THE HARNESS VERSION OF TÜV. BASICALLY IT APPLIES TO VOSA/MOT REGULATIONS SO YOU HAVE NO ISSUES WHEN STOPPED BY THE POLICE OR HAVE AN MOT) IN A 50MM (2IN) THICKNESS WOULD BE FINE FOR ROAD USE. HOWEVER, THE MORE COMPLEX FIVE AND SIX-POINT DESIGNS IN A 75MM (3IN) THICKNESS ARE MORE APPROPRIATE FOR MOTORSPORT APPLICATIONS, ESPECIALLY WHEN TEAMED WITH A FIXED BUCKET SEAT. REMEMBER, HARNESSES MUST BE SECURED PROPERLY TO A DEDICATED FIXING. THEY SHOULD BE HELD PARALLEL TO THE FLOOR OF THE CAR, IDEALLY CONNECTED TO A HARNESS BAR OR ROLLAGE AND NOT ANGLED BACK DOWN TOWARDS THE FLOOR

'THE COMPOSITE MATERIAL USES KEVLAR, MEANING IT IS LITERALLY BULLETPROOF'





WANT BUCKETS BUT NEED RECLINERS? IT'S NO GOOD HAVING A SET OF FIXED BUCKETS IF YOU NEED TO ALLOW PASSENGERS INTO THE BACK SEATS VIA THE FRONT DOORS, OR IF YOU SHARE THE CAR WITH A DRIVER THAT NEEDS TO SIT CLOSER OR FURTHER AWAY FROM THE WHEEL THAN YOU. BUT CORBEAU'S SPORT LINE RRB COULD BE THE ANSWER. MOUNTED ON SUBFRAMES THAT CAN SLIDE LIKE A FACTORY SEAT MEANS IT CAN GO FORWARDS OR BACKWARDS WITH EASE AND, WHEN FULLY UPRIGHT IT HAS SIDE BOLSTERS AND LATERAL SUPPORT TO GIVE YOU THE FEEL OF A FIXED BUCKET SEAT, BUT WITH THE OPTION TO RECLINE AND RELAX FOR GENERAL ROAD USE

behind the wheel can make a massive difference to how effective you can be as a driver. One of the most important features a performance seat needs is lateral support. Lateral force is the sideways force that you can feel when cornering hard that does its best to reposition you into the passenger seat on hard right-handers and out of the driver's door on left-handers. Without good lateral support, your body will move around and you will lose concentration of piloting the car while you fight to stay in your seat and keep the controls in reach. The amount of lateral support a seat offers can vary from simple thigh bolsters to hip supports and also rib and shoulder supports. Another benefit of a seat that has high levels of lateral support is that you have greater body contact with the seat, allowing you to have a much better 'feel' for what the car is doing, meaning you can react quicker and more accurately with your inputs. Tests have shown that a properly fitted racing seat tailored to the driver can actually give a significant reduction in lap times round a track!

DRIVING POSITION

It may be fine to give it the 'gangster lean' when cruising through a McDonald's drive through, but for performance driving, either on road or track, you need a position much closer to the wheel. When purchasing an aftermarket seat, consider how you can tailor the driving position. Most standard seats sit you too high up so by choosing a bucket seat with low rails and minimal padding, you will automatically sit a few inches lower, hunkering down behind the wheel and effectively helping to lower the car's centre of gravity too. Custom rails are also an option, as are adjustable rails that can give you almost infinite scope to get your driving position spot on. Ideally you want to be close enough to the wheel to be able to rest your wrists on the top of the wheel while still retaining a kink in your arms.

BEWARE OF SECONDDHAND SEATS! PURCHASING A SET OF SEATS SECONDHAND MAY SEEM LIKE A BARGAIN, BUT MAKE SURE YOU CAN VERIFY THE AGE AND CONDITION OF THE SEAT AS WELL AS IF IT HAS BEEN IN A MAJOR ACCIDENT. MUCH LIKE CRASH HELMETS, AND CAR CRUMPLE ZONES, AFTERMARKET SEATS ARE DESIGNED TO HAVE AREAS THAT DEFORM AND FLEX TO REDUCE THE FORCES OF AN IMPACT. THIS MEANS THAT IF A SEAT HAS BEEN INVOLVED IN A CRASH, IT MAY STILL LOOK FINE, BUT THE IN-BUILT CRUMPLE ZONES MAY HAVE ALREADY BEEN USED WHICH WILL WEAKEN THE SEAT AND LOWER ITS LEVEL OF PROTECTION AND LONGEVITY, AND AT THE END OF THE DAY, YOU ARE TRUSTING YOUR LIFE TO HOW THOSE SEATS WILL STAND UP IN A CRASH, AND IT'S JUST NOT WORTH THE RISK. COBRA'S TOP END SEATS ARE FITTED WITH A UNIQUE IDENTIFICATION CHIP, CALLED AN RFID CHIP, WHICH CONTAINS THE PRODUCTION SPECIFICATION, LIFE AND POTENTIALLY THE COMPETITION HISTORY OF THE SEAT. USING A SMART PHONE TO SCAN THE SEAT WILL ENABLE YOU TO TRACK THE BACKGROUND OF EVERY SEAT, WITH INFORMATION SUCH AS WHO PURCHASED IT, WHEN IT WAS FIRST INSTALLED, THE AMOUNT OF WARRANTY LEFT TO RUN AND IF IT HAS BEEN INVOLVED IN ANY MAJOR ACCIDENTS. IT WILL ALSO ALLOW YOU TO INSTANTLY CHECK THAT THE SEAT IS GENUINE, WHICH IS DOUBLY IMPORTANT IN VIEW OF THE FIA'S LATEST, MORE STRINGENT ANTI-COUNTERFEIT REGULATIONS





'AFTERMARKET SEATS CAN TRANSFORM HOW YOUR CAR LOOKS AND PERFORMS'

This way you will have better leverage and control of the steering.


SAFETY

Even though aftermarket seats are lighter than their OE counterparts, they are generally stronger and safer in the event of an accident, too. This is partly due to the more expensive materials that the seats are made from, but also the way they are designed and tested and to such high standards. Seat companies such as Corbeau have all their reclining seats TUV tested for safety and their motorsport seats are tested by the FIA. Each seat is crash tested at a special test house similar to those used in vehicle crash testing. The



idea is to simulate an absolute worst-case scenario accident and measure its effect on a crash test dummy equipped with sensors. Legal regulations require the seats to endure a 20g rear impact followed by a 15g lateral impact and finally another rear impact of 10g. If any defects occur the seat will fail. To be on the safe side many brands such as Corbeau and Cobra go even further with these tests to make sure the safety of their customers is paramount. No human body would be able to survive the tests they carry out. Another benefit of aftermarket seats is that many are designed to allow the use of harnesses rather than the car's OE inertia reel seat belts. Harnesses not only hold you in the seat better than OE belts, allowing you to concentrate fully on the act of driving, but they also are much less likely to allow you to be thrown out of the seat and will prevent 'submarining' (slipping down under the seat belt) under heavy braking or in the event of a crash.

LOOKS

Obviously seats are there to do a job, to hold you in place while you drive and to protect you in a crash, but they can also look damn sexy, too. A set of aftermarket seats can not only transform how your car feels to drive but also how it looks, making a dull factory interior look like a thoroughbred racer. This is especially true of older cars where years of wear and tear, sweat and bum gases of the various previous owners has deteriorated the seat, a fresh new aftermarket item can work wonders. Most seat manufacturers not only offer differing styles, from retro to modern, luxury to sports and recliners to buckets, but they offer a multitude of finishes for the trim with endless colour options available, too. Some will even offer bespoke embroidery and stitching to allow for a totally unique and personalised seat. And of course, there is also the glossy high tech look of carbon fibre, where companies such as Reverie and Tillett (which can be found sitting pretty in our Project WRX, see far left) can produce full, unpadded carbon seats for the ultimate fashion statement in the black weave. 

TIME VS COST

IF YOU WERE WONDERING WHY SOME SEATS COST MORE THAN OTHERS, THERE'S A GOOD REASON FOR THAT. NOT ONLY DO THE MORE EXPENSIVE SEATS FEATURE MORE EXOTIC MATERIALS, SUCH AS KEVLAR AND CARBON-FIBRE, BUT THEY ALSO TAKE LONGER TO MAKE. A SEAT MAKER WITH A THREE MAN TEAM CAN MAKE AROUND 120 STEEL FRAMED SEATS A DAY, WHEREAS THEY WOULD ONLY BE ABLE TO MAKE 18 GRP SEAT SHELLS OR JUST SIX CARBON FIBRE SHELLS. SO YOU CAN SEE THAT IT'S ALSO THE TIME AND LABOUR COSTS THAT REALLY RAMP UP THE PRICE OF THOSE SWANKY SEATS

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Every month we bring you the latest and greatest products on the Japanese tuning scene. We always showcase a 'Red Hot' product at the front of the section and also highlight the 'must-have'

products at either end of the budgetary scale.

This way you can decide whether to save your pennies to afford the 'Big Spender' or simply splash a little spare

pocket change on the more affordable 'Chump Change' product. We hope you enjoy the section but, as usual, if there's anything you think we can do better, then please let us know. Until then... enjoy!

REDHOT PRODUCT



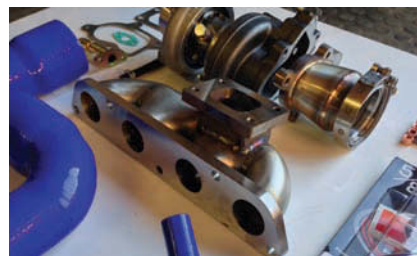
FOLIATEC PLASTIC SPRAY FILM

One of the easiest ways to personalise your ride is to equip it with a fresh set of wheels. Unfortunately, owners can find themselves at the mercy of a manufacturer's desire to limit colour options to a single uninspiring shade of silver, and the cost of painting new rims can often be too much for a wallet to cope with. Thankfully, German styling specialist, Foliatic, has the solution in the form of its recently launched plastic spray film. Delivered in a can, the rubberlike coating can be sprayed directly onto a clean alloy and will provide an instant colour change (as well as a protective covering). A wide range of solid and metallic shades are available to choose from, and a special light effect can be achieved by applying a white layer before your preferred pigment. You can even use Foliatic film on solvent-resistant surfaces such as grille surrounds and wing mirrors, and removal is a simple case of peeling off your handiwork. Each kit includes the necessary masking tools and sprays, and wheels can be reinstalled just thirty minutes after a final application of colour. There's no doubt about it – this is a fantastic, cost-efficient alternative to expensive paintwork!

Price: £27.99 for a single can, £49.99 for a twin-can set with the necessary masking tools

Contact: www.foliatic.co.uk





GARAGE WHIFBITZ TOYOTA MR2 ROADSTER TURBO KIT

Garage Whifbitz has announced the release of a forced induction conversion kit for the Toyota MR2 Roadster. Comprising a stainless steel manifold, a Mitsubishi TD04 T25 turbo with an enlarged compressor wheel, Goodridge braided feeds and fittings, aluminium pipework, silicone hoses, a 2.5in downpipe, a K&N air filter with a polished intake pipe, a breather filter and an NGK Iridium spark plug set (and breathe!), the kit is capable of significantly boosting the model's performance when paired with an aftermarket ECU. Furthermore, a huge increase in torque is registered when the upgrades are in place, and fine tuning can be achieved with an optional A'PEXi Power FC standalone management, a charge cooler and increased capacity fuel injectors – equipment that works together to lift the Roadster's power figure to around 280bhp. That's an improvement resulting in more than double the car's factory output! Whifbitz provides the kit as a bolt-on solution, although those unfamiliar with a set of spanners can take advantage of the company's fitting service. All are welcome to discuss the option of 0% finance.

Price: £2040

Contact: www.garagewhifbitz.co.uk or call 01291 420500



CALIBRE 7TWENTY ALLOY WHEELS

AT FIRST GLANCE, YOU MIGHT BE WONDERING WHY WHEELWRIGHT (THE UK'S LARGEST WHEEL IMPORTER AND DISTRIBUTOR), HAS RELEASED DETAILS OF A BRAND SPANKING NEW, DEEP-DISHED ALLOY THAT SOUNDS AS THOUGH IT HAS BEEN DESIGNED EXCLUSIVELY FOR AN '80S VAUXHALL. FEAR NOT, AS THE CALIBRE 7TWENTY HAS BEEN PAINSTAKINGLY DEVELOPED IN ASSOCIATION WITH BRITISH DRIFT CHAMPIONSHIP SUPER PRO STAR, MICHAEL MARSHALL, AND MAKES USE OF THE LATEST IN ALLOY WHEEL MANUFACTURING TECHNOLOGY. THE FAST-ROAD AND TRACK-READY MATTE BRONZE RIM'S MONOBLOCK CASTING ENSURES STRENGTH WITHOUT ADDING UNNECESSARY WEIGHT, AND STAGGERED 8.5/9.5/10.5X18IN SIZES ARE AVAILABLE IN POPULAR 5X114.3 AND 5X120 STUD PATTERNS. THERE'S AN EXCELLENT ARRAY OF OFFSETS TO CHOOSE FROM TOO (ET 12, 22 & 38), AND PRICES START FROM JUST £150 PER CORNER

PRICE: FROM £150 PER WHEEL
CONTACT: WWW.WHEELWRIGHT.CO.UK



COBRA SEATS 'FALCON' OFFICE CHAIR

If you've ever sat at your desk, closed your eyes and pretended to be Han Solo piloting the Millennium Falcon (perhaps while imagining your favourite female colleague dressed in that Princess Leia costume), you'll be acutely aware of the fact that ol' Han didn't park his arse on an office chair bought from his local stationery store. Fortunately, in-car sports chair expert, Cobra Seats, is offering an exact recreation of the Falcon's pilot seat that should help transform that telephone call to your company's Swindon office into a transmission for the Rebel Alliance holed up on planet Hoth. Geoff Dunsford – the man that designed the original Star Wars movie seat – has helped with the development of the smooth swiveller, and the use of modern fire-resistant materials should ensure that it can withstand an attack from an Imperial blaster. It ain't cheap, but it is a limited edition and comes shipped with an individually numbered certificate of authenticity signed by Geoff himself.



Price: £690 (prices may vary on the forest moon of Endor)

Contact:

www.cobraseats.com or use The Force

SUPERPRO MITSUBISHI EVO X REAR DIFFERENTIAL MOUNTING KIT

The tenth generation Evo might not be regarded as the best-loved Lancer in the Mitsubishi back catalogue, but there's a dedicated army of owners committed to getting the best out of the Japanese super saloon. Australian suspension expert, SuperPro, is helping them to achieve exactly that with a range of products that includes a rear differential mounting kit that is claimed to control excessive rear axle movement while providing greater overall stability and an increase in contact between rubber and road. All in all, this should reward the X's proud pilots with better performance through improved power delivery, and it's a solution that keeps noise and vibration levels close to OEM starting points. Visit the company's website to find your local SuperPro stockist.



Price: £138.78

Contact: www.superpro.eu.com



NEW CASIO EDIFICE TIMEPIECES

Are you looking for the ideal Christmas gift for a brother/father/husband/Japanese Performance contributor, but have drawn blanks when searching the high street? Panic not, dear friends, for Casio is about to make your decision making process a whole lot easier thanks to the launch of its latest range of Edifice watches. Designed in conjunction with four-time Formula One champions, Infinity Red Bull Racing, each model includes at least one unique feature, thus enabling purchasers to suit a timepiece to a lucky recipient (or themselves) with ease. Our pick of the bunch is the limited edition EQB-500RBK-1AER. Okay, so it might not have the catchiest of names, but it does include Bluetooth functionality that seamlessly synchronises the exact time while in use at home or abroad via a smart phone link. It's compatible with Apple iOS7 and Android Jellybean/KitKat firmware too. Nifty, huh?!



Price: From £350

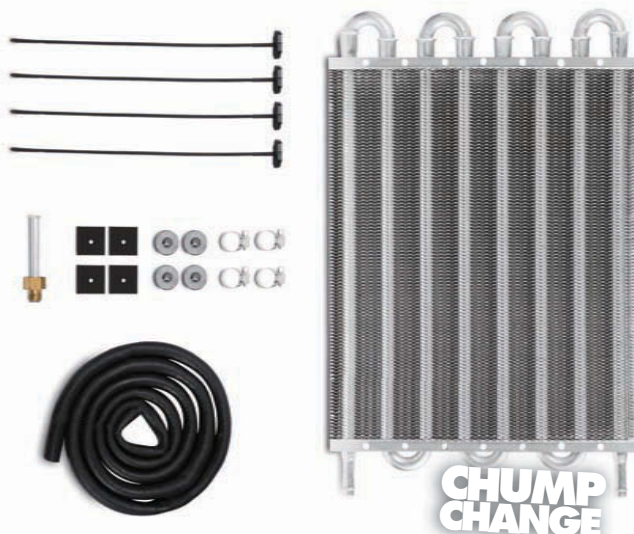
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CHUMP CHANGE

CARBON GOODIES INTERIOR SWITCH SURROUNDS FOR NISSAN R35 GT-R

Fast-growing Sheffield automotive styling outfit, Carbon Goodies, has an awesome range of products available for owners of Nissan's mighty R35 GT-R. Made out of – yep, you guessed it – carbon-fibre, their latest offering is an interior switch surround set that has been manufactured in Blighty and fits over the R35's existing parts using pre-applied 3M adhesive tape. It makes for a quick and easy installation, and a high-gloss or matt finish is available. Visit the Carbon Goodies website to view its full catalogue of carbon-fibre coolness.

Price: £135

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LITCHFIELD PRESENT AT POWER THROTTLE BODIES FOR NISSAN R35 GT-R

Regular readers will be familiar with the name Litchfield, not least of all because of our recent news item concerning the tuning firm's blind land speed Guinness world record achievement. It's not a company content to rest on its laurels, however, and it has recently created a set of throttle bodies for Nissan's R35 GT-R V6 engine that will excite owners looking to improve upon their car's already impressive power output. Made of aerospace grade billet aluminium and developed in partnership with throttle body manufacturer, AT Power, this is a simple plug-and-play solution that replaces the OE items while using the same factory pick-up points, mountings and motor. A 72mm bore offers a massive 44% larger surface area over the Nissan originals, and Litchfield is proud to be able to say that these uprated breathing enhancers include a unique stainless steel shaftless blade that minimises airflow disturbance and maximises power output across the rev range.

Price: Complete throttle body kit £1198.80

Contact: www.litchfieldmotors.com



TITAN MOTORSPORT SUPERCHARGER KIT FOR TOYOTA GT86/SUBARU BRZ

If you're into modifying your motor – and it's a safe bet to suggest that you are – then the Toyobaru represents an excellent choice when it comes to owning a car with a comprehensive array of tuning updates at its disposal. For example, Titan Motorsport has just revealed details of its bolt-on supercharger conversion for the Toyota/Subaru and its Scion sibling. The Florida firm says that the kit offers exceptional efficiency over alternative designs and only requires servicing at 30k mile intervals. Professionally engineered EcuTek calibration is said to provide optimum performance and OEM drivability, while the original airbox and MAF are maintained to prevent damage to sensitive electronics. The Stage 2 edition features a liquid-to-air intercooler core integrated into the kit's purpose-built intake manifold, and is joined by high-flow injectors and a performance fuel pump. Export to European countries isn't a problem, and Titan welcomes enquiries from UK-based Toyobaru owners looking to equip their pride and joy with extra power (although it's worth noting that that there's a five-hour time difference between us and them!).

Price: From \$3195 plus tax and shipping

Contact: www.titanmotorsports.com or call +1 407 277 8423 (GMT +5 hours)

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PROJECT ROTARY ROTORVATIONAL SPEAKING

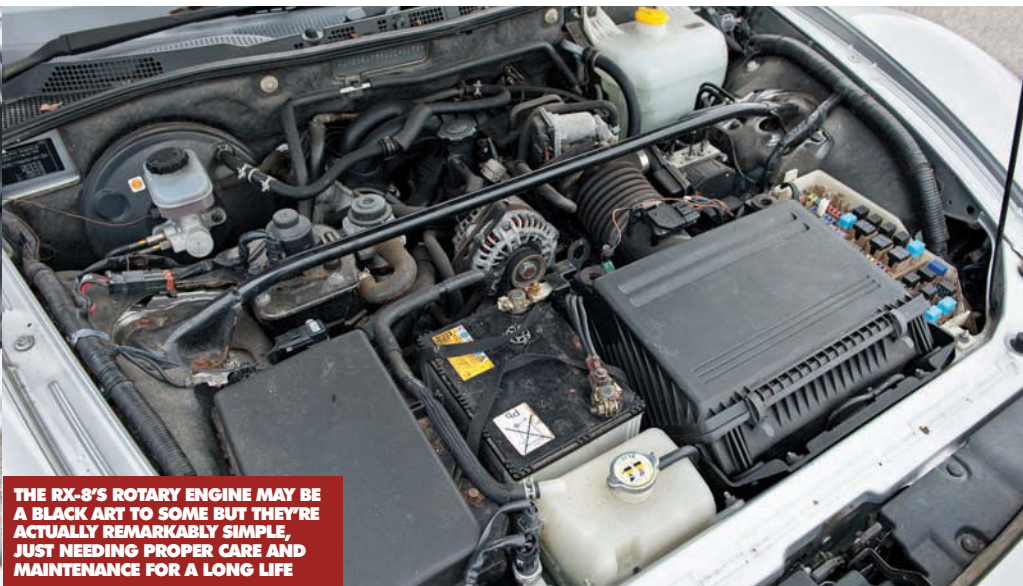
JP'S LATEST ENTRANT INTO THE GARAGE ISN'T AN OBVIOUS CHOICE BUT, WITH THE RIGHT MODS, MAZDA'S RX-8 CAN BECOME A PROPER WEAPON

Mazda rotary engines are admired and criticised in equal measure. Some love their free-revving linear power and screaming exhaust note, while others will doubt the motor's strength and reliability. And it is this fear that has led to Mazda's RX-8 becoming somewhat of an outcast for tuning fans, as many just don't

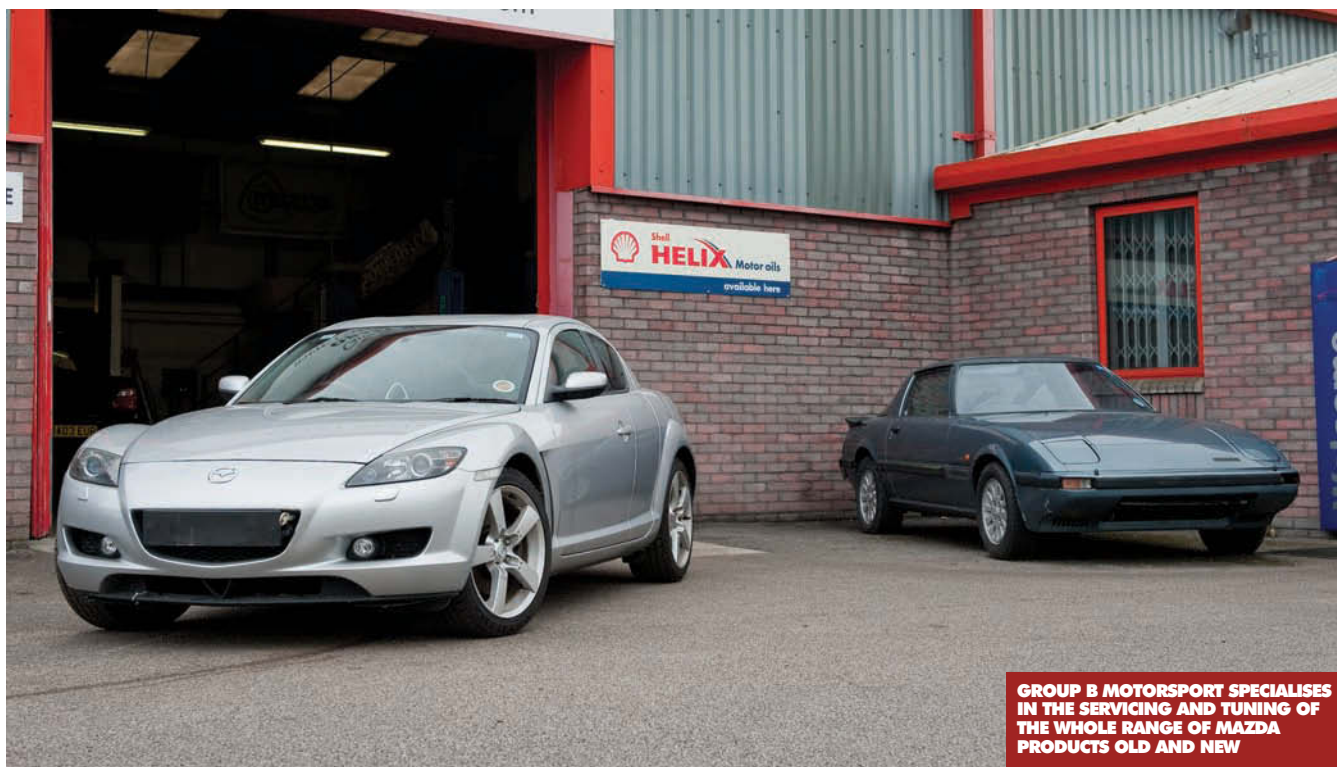
trust the motor to stand up to abuse. However, the fact is that, while rotary motors are more susceptible to damage through neglect and poor maintenance than their piston sporting cousins, with the right care and servicing they can be just as reliable and, with careful tuning by a rotary specialist, they can be just as potent, too.

To prove this fact, and to grab a bargain while the prices are so crazily low, we've snapped up a bargain in the form of this 2006 231 model. Featuring full leather interior and a Bose sound system, plus boasting excellent handling and braking from the factory, it's a lot of car. The six-port rotary Renesis engine is said to put out 231bhp, but in reality

most cars are pushing nearer the 190-200bhp mark, but that's still enough to make the RX-8 a fun and rewarding rear-wheel drive ride. Our example is a little rough around the edges and has obviously not been looked after as well as it could have been. We sourced the car through Group B Motorsport in Flintshire who specialise in the tuning, servicing



THE RX-8'S ROTARY ENGINE MAY BE A BLACK ART TO SOME BUT THEY'RE ACTUALLY REMARKABLY SIMPLE, JUST NEEDING PROPER CARE AND MAINTENANCE FOR A LONG LIFE



GROUP B MOTORSPORT SPECIALISES IN THE SERVICING AND TUNING OF THE WHOLE RANGE OF MAZDA PRODUCTS OLD AND NEW

and general maintenance of Mazdas and Subarus from standard road cars right through to fully prepped race and rally cars. Group B had taken the car in after identifying an engine problem as a blown engine. Looking at the condition of the car, it was an unsurprising outcome as the RX-8, like it's turbo'd rotary brother the RX-7, is a car that is crucial to maintain properly. Group B Motorsport's Dave Paveley explains: 'The Renesis engine is a really good engine. But if you neglect to change the oil, plugs, leads and coil packs regularly, you are asking for trouble. Unlike a piston engine, which can

highlight engine problems in time to avoid big failures, rotaries don't tend to show problems until it's too late and the damage has been done. By being involved with *Japanese Performance* in this project we aim to dispel many of the myths around the rotary engine and rotary tuning and prove that cars such as the RX-8 are one of the biggest performance bargains on the market.'

While tuned versions of the car are not as common as the older RX-7, we've still been impressed with the ones we've seen and are excited about making the most of what is regarded as a highly capable

chassis. Yes, the looks are a bit Marmite, with lovers and haters almost in equal measure, but dropped on some cool rims with simple exterior tweaks such as lips and spoilers, we reckon they look pretty damn good.

So, first things first, our main concern is sorting the expired engine. There are various options that we could go for to rectify the situation, some more extreme and expensive than others. First up is a simple rebuild of the blown motor. While not a massively complex job, it's not a particularly cheap one with engine rebuilds of the Renesis starting at around £900 and going right up to over

£2500 for the full Monty. The next option is a brand new motor. Again, not the cheapest option, but one that should ensure the best possible starting point for future mods. Finally, there is the option of a transplant from another car. We've seen everything from Nissan SR20 engines to Chevy V8s dropped into the RX-8's bay, but again the cost is high, plus we really want to prove the case for rotaries, so doubt that will be the route we take... for now anyway. At present we are considering our options and making a list of parts that will turn the Rex from a wreck into a weapon!



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PROJECT EVO

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JAP PERFORMANCE PARTS' EVO WAGON IS NOW FINISHED AND SAJID AND THE BOYS ARE LOOKING FORWARD TO ITS FIRST OUTING IN ANGER AT NORTHAMPTONSHIRE'S ROCKINGHAM SPEEDWAY

CONTACTS

Jap Performance Parts

www.japperformanceparts.co.uk

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Saj and the guys at Crawley-based Jap Performance Parts really don't mess about when it comes to project cars. What started out as an undriveable accident-damaged Mitsubishi Evo IX wagon, has now been transformed into a 500bhp wide-arched track monster fitted with motorsport rims, four bucket seats and still enough room in the boot to give an Alsatian a proper scare. It's not really surprising that the car's metamorphosis has been so rapid though, as they do have one of the largest supplies of both new and used Japanese car parts in the country at their disposal, so getting that crucial, and often rare, part that can take most normal people weeks of searching and shipping to acquire, is just a simple case of having a

mooch around their sprawling parts-filled warehouse and racking and it's more than likely to be sitting right there on the shelf. Over the last month the guys have been completing the final touches to the car to make it ready for its debut outing at the last round of the Javelin Sprint Series held at Rockingham Speedway at the start of November. Saj explains: 'We've entered the Evo wagon into the final round at Rockingham as it's a good circuit and will give us the chance to give the car a proper shakedown.'

But before they hit the track there was a small matter of finishing the last minute tweaks to consider.

First up was a cosmetic mod to the Evo's evil eyes. The stock headlights were working

fine, but Saj decided to add a little twist to the proceedings by converting them to use a red lens based on an MR-spec black headlight. It's an unusual mod that Saj and the team had never seen done before, which is part of the appeal to have something that no-one else has got. The red lens also complements the car's red and white paint job perfectly.

Inside the Evo, each of the four bucket-seats has now been treated to a set of Takata harnesses. Using 50mm webbing at the rear and full-on motorsport spec 75mm versions at the front. This is to not only ensure the driver and passengers are held tightly in place when the Evo is deploying its full venom on track, but also to keep them safe should the worst happen.

Another safety feature

that has been installed is an in-car Lifeline fire extinguisher system. It may not be the sexiest of mods, but it could save you from roasting your nuts on an open fire, which, while festive, is probably best avoided.

Up until now the Evo has been running on its standard ECU, which is hardly the best solution for getting the full potential out of the forged and stroked engine. Obviously Saj knew the limitation of the standard unit so wisely upgraded it to a full standalone MoTeC M800 item.

The MoTeC management is much more suited to the job and, as well as extracting the maximum potential from the engine setup, also allows the use of anti-lag, launch control and two different boost settings – currently set at

1.2 bar for the low setting and 1.5 bar for the high setting. Currently on its first map, the Evo is running a conservative 460bhp, however they will soon be installing a larger throttle body and a set of JUN cams that, with the appropriate remap should release near 550bhp.

Keeping an eye on all the engine's increasingly potent parameters is a quartet of Defi gauges for water and oil temperature, oil pressure and boost, mounted in a custom quad dash pod.

Lastly, but by no means least, the Evo has been stripped of its Achilles road going tyres and fitted with a more track suitable setup in the form of a set of 265/35/18 Toyo R888 semi slick trackday tyres. She's now more than ready to rock and roll! See what we did there?

PROJECT WRX SHOW TIME

Getting my insurance renewal through the door reminded me that the project WRX had been back on the road for a whole year after a good few years of restoration/modifying. Time flies when you're having fun, I guess. The car's been amazing to use and being featured on our stand at JapShow and Finale was great, as you can never really be sure if

you're building a car that people will love or hate. However, the feedback was fantastic, with people saying they've followed it from day one, to others just admiring it passing by – normally asking if it's a wrap (no, it's not a wrap for those taking away ideas for their own projects).

Also attending the show were people involved with the build, the

likes of Simon from Autobody Solutions (the guys responsible for the amazing bodywork and paintjob). He loved seeing it a year on, still looking fresh (apart from the dented wing, oops!). Also attending the show as a guest of the mag was Subaru ECU guru Andrew Stevens from Enduring Solutions (ESL), the man responsible for not only the WRX's brains, but also the ECU from the amazing Kamikaze Impreza wagon driven by Jake Archer (competing in the Gymkhana Grid series).

So an excellent year for the

car and a great show season.

So we're finished, right? No way! Although we're pretty happy with the 291bhp per tonne, we want more. When the guys at Fusion Motorsport had their hands on it we fitted parts to hopefully future-proof the car – uprated fuel pump, injectors, bigger turbo, FMIC etc, so we're now super tempted to add a stroker kit and hike the horsepower. Obviously there'll be lots of other bits needed, but if we can get over 400bhp in a 1100kg car, I reckon it'll secure a big grin on our faces for another year!



PROJECT LEXUS WINTER SHOES

No massive changes this month. The Eibach springs have settled nicely onto the wider Rotas and all is good. But being a little worried about the protruding alloys, we've dug out the original 17in items with the intention of using them over the winter months. But before we get them on we thought it'd be a good idea to give them a freshen up. Our local wheel refurbishers have become even more local to us now, relocating only two miles away, so we popped over to the new premises in Redhill to drop the wheels off. We left the colour and finish to the guys there, they got the colour of the WRX wheels spot on, so trust their opinion on

what'll look best. Also the tread was getting pretty low so opted for some nice new Cooper Zeon CS6 tyres, over to this next month...

Also, the ignition key started playing up. Not being sure if it was the battery or something more complicated we took it, along with the two spare broken keys, over to car electric specialists, A.W. Auto Electrical in South Croydon. The guys there are super helpful and luckily it turned out it was just a battery issue. But as these keys are prone to breaking we decided to order a couple of key shells to get them looking like new.

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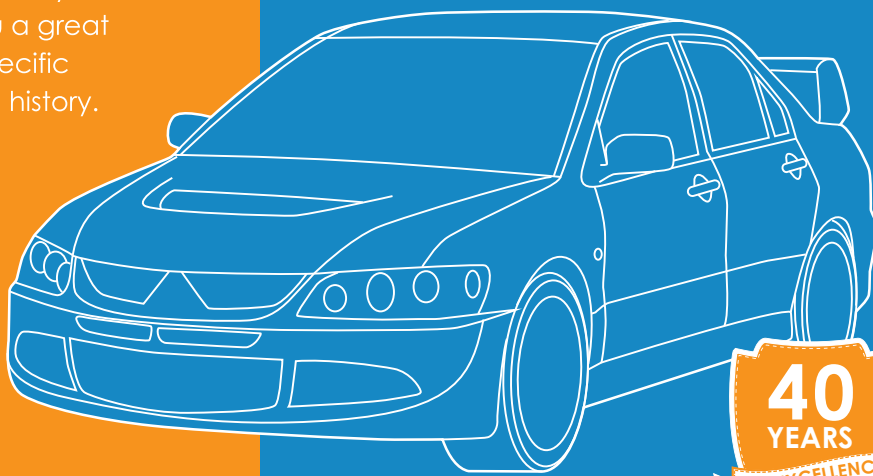
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